

THE COMMERCIAL MOTOR

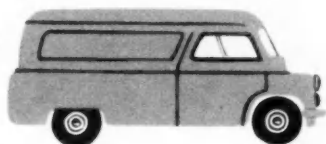
FRIDAY, JUNE 23, 1961
ONE SHILLING

BLUE!
GREY!
RED!
GREEN!



standard colours in the Bedford van range

Strata
Blue



Ash
Grey



at a cost of only

£12·10·0

extra

Cherry
Red



Fir
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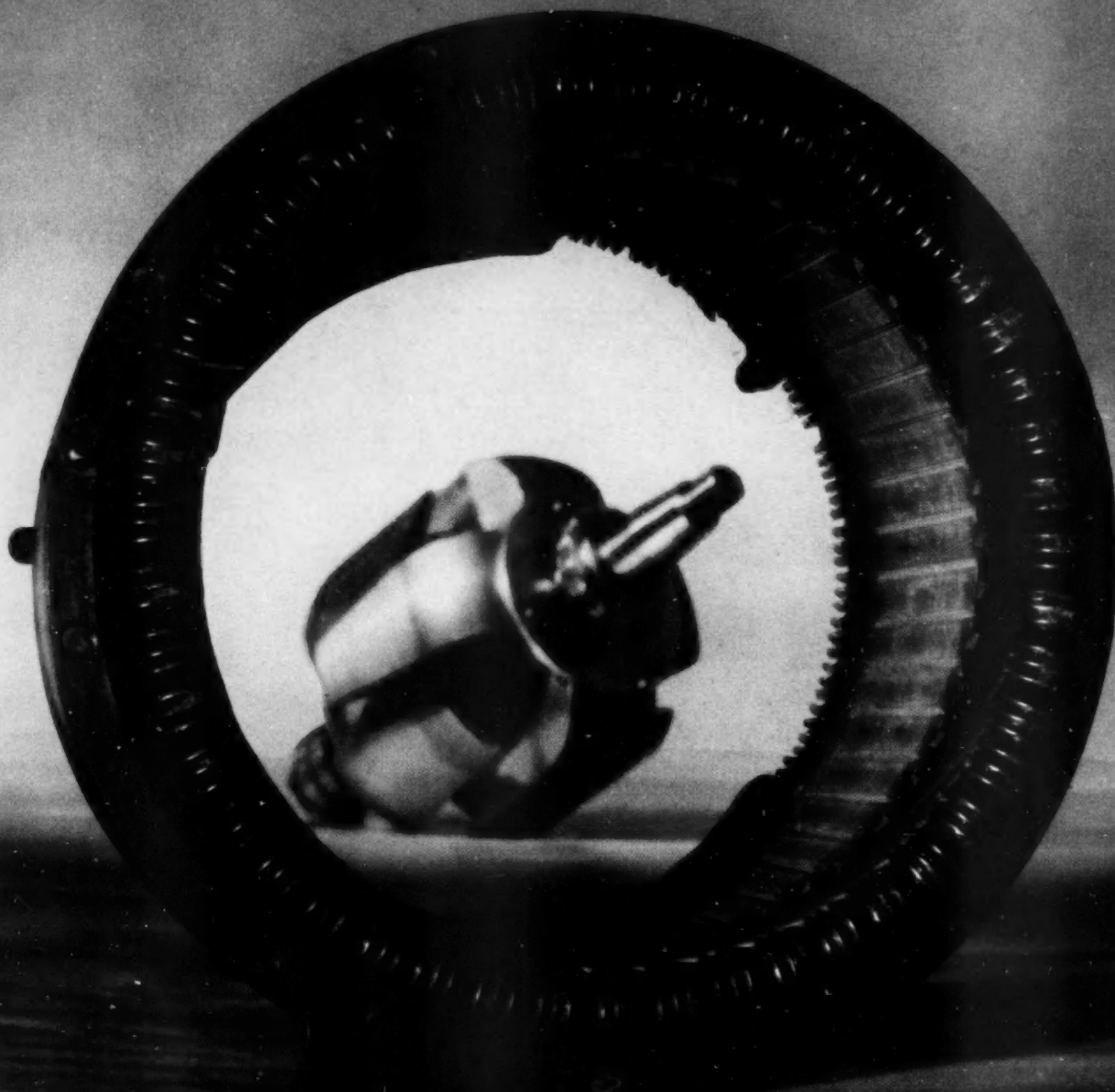
Bedford

STOP PRESS! Bedford now add an extra colour-NAVY BLUE

Vauxhall Motors Ltd · Luton · Beds

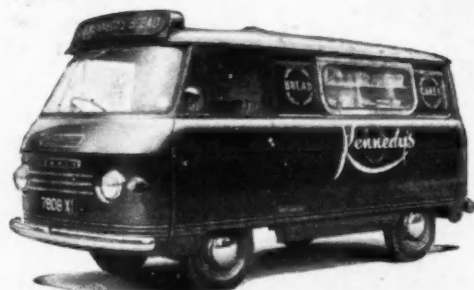
Simms

Low voltage alternators for
passenger and commercial vehicles



SIMMS MOTOR UNITS LTD · LONDON N2 · ENGLAND

For the many users
of
COMMER
 $\frac{3}{4}$ tonners ...



4 VITAL FACTS STAND OUT



LOOKS

Wherever they go, their clean, attractive lines add to the prestige of their owners.

LOADSPACE

With a generous carrying capacity of 210 cu. ft. they reduce transport costs to a minimum.

ECONOMY

Available with fully-proved four-cylinder petrol or diesel engine, ample power is combined with economical running.

MANOEUVRABILITY

Full-forward-control and positive steering ensures easy manoeuvrability in confined areas.

For the growing numbers of transport operators in all trades and industries who are choosing these new Commers—a remarkable tribute to their outstanding quality—these four impressive facts stand out.

COMMER $\frac{3}{4}$ TON RANGE

of Goods and Light Passenger Vehicles

PETROL OR DIESEL POWERED

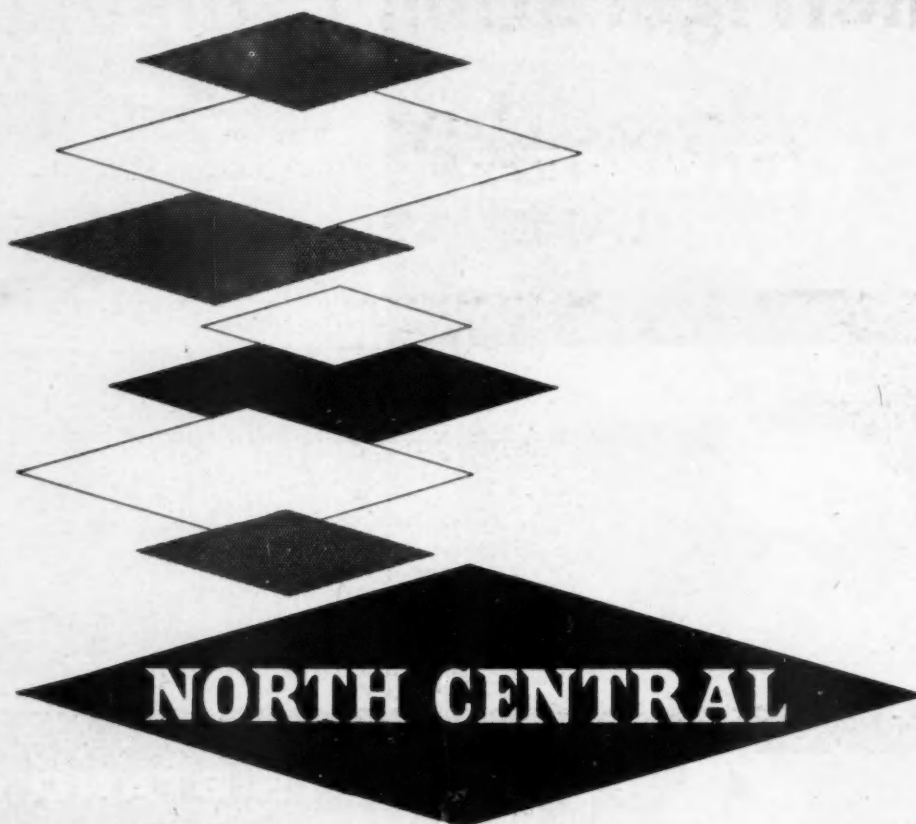
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at your service for a
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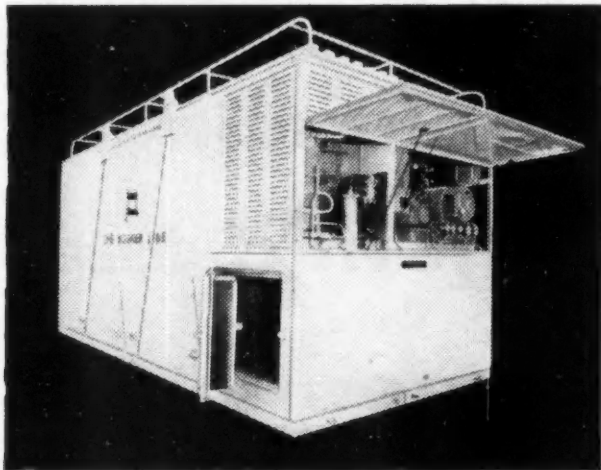
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LIGHT ALLOY REGD.

Refrigerated and Insulated
Vehicles and Containers
for transportation by

LAND, SEA and AIR

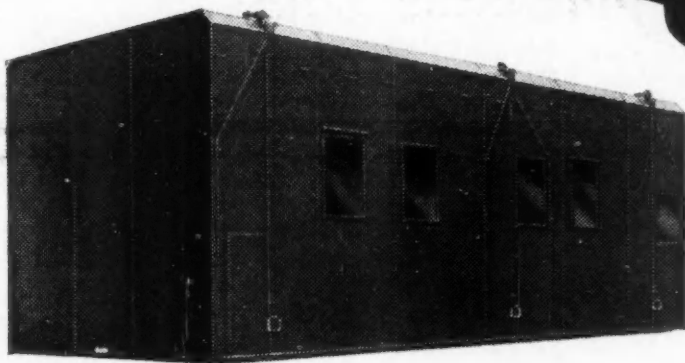


18' 6" refrigerated cargo container
with engine compartment at the top
rear and cooling compartment below.
The container has 8" insulation
all round with rails on the roof
to take canvas awnings.

Insulated, air-conditioned cabins for guided
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Homalloy are experts in the design
and construction of refrigerated and
insulated vehicles of all types.
Illustration shows one of a fleet
of insulated delivery vans for
Birds Eye Quick-Frozen Foods.



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DIESEL DEODORANT

**puts paid to
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Improve the odour of exhaust gases and pep up performance with RED_EX D.D. Prevent nasal irritation, coughing, and smarting eyes wherever diesel engines are used—on the road or in the factory, and neutralise the discomfort caused by fumes of stationary diesel plant in confined spaces.

A thoroughly tried and tested product, RED_EX D.D. is based on RED_EX, the well-known high performance additive. It therefore combines deodorising qualities with longer engine life—by reduction of injector deposits and ring sticking—giving improved engine performance and fuel consumption. RED_EX Diesel Deodorant should be mixed with diesel fuel in the proportion of one part RED_EX D.D. to 150 parts fuel.

For full details of NEW RED_EX Diesel Deodorant write to:

RED_EX

LIMITED

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RED_EX is a Registered Trade Mark of RED_EX Limited



Speed up and be sure with **BOWES SEALFAST** tyre repair systems

Bowes Sealfast equipment is uniquely designed, for *speed* and to take the hard work out of heavy tyre handling. Under this world-famous trademark is a *complete* range of dependable reasonably-priced equipment for the inspection and repair of tubed and tubeless, car-sized and commercial tyres.



The Complete Tube, Tyre and Tubeless Tyre Repair Outfit

Standard equipment for every Service Station, vehicle operator and transport garage. Compact, tidy, and a workbench in itself, with all the tools for quick tube and tubeless tyre repair—supplied with a MULTIPLY cabinet containing sufficient material for over 400 repairs.

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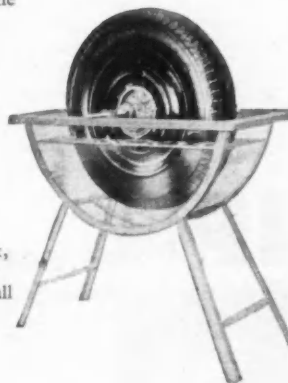


The NEW MULTI-PLAST tubeless tyre repair kit

undoubtedly the safest, quickest method, uses an entirely new plastic material which moulds itself to fill any hole, without removing the tyre from the vehicle.



APA pneumatic bead expander
the most ingenious and safest way to expand the bead on tubeless tyres without injuring them. (Actuated by air pressure).



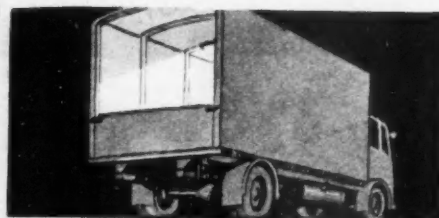
T.T. "LECTOSEAL"

Vulcanising equipment for hot repairs if required. Hydraulic and pneumatic spreaders, removers and bead breakers. And a whole range of polishes, cleaners and compounds.

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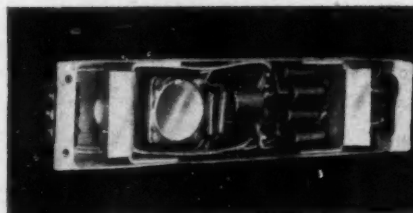
FOR EVERY VEHICLE



From lightweight van to ten-ton pantechnicon, every transport vehicle can now have the big advantages of *fluorescent* lighting . . . advantages such as higher light output for low consumption, evenly distributed illumination, long life, high resistance to vibration, and additional revenue from illuminated advertising signs. Why — because Philips Lightweight transistor ballasts allow you to use modern fluorescent lighting direct from the vehicle's battery. *For details, send this coupon.*

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LEAD THE WORLD IN LIGHTING



Please send me full information about Philips fluorescent lighting for transport vehicles.

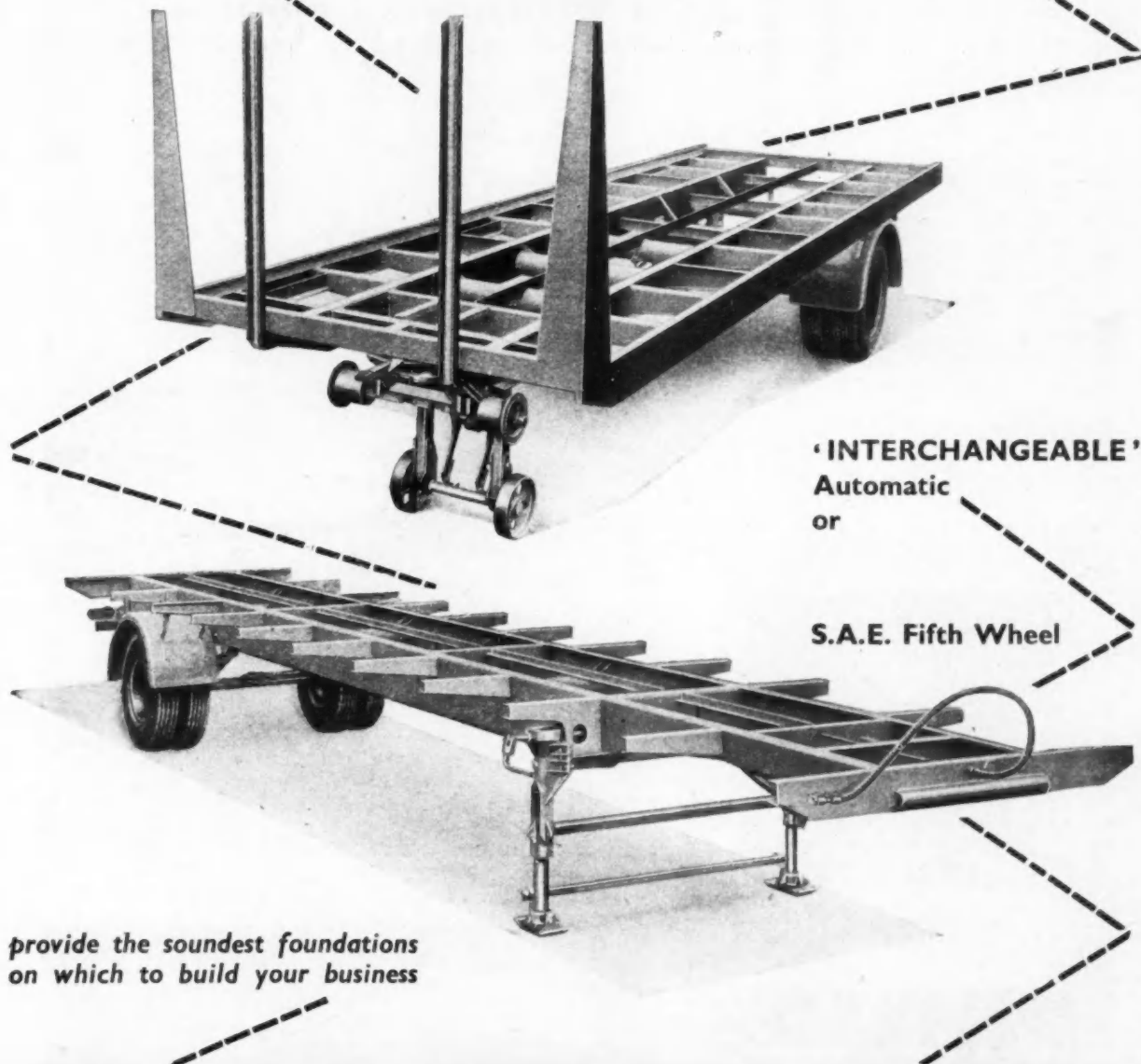
NAME COMPANY

ADDRESS

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The one-off job

"One of the most outstanding problems in the trade is that of the special vehicle, but if we do not go on trying to produce something new we shall never get anywhere"—The President of the National Federation of Vehicle Trades, at the annual dinner in London of the Institute of British Carriage and Automobile Manufacturers.

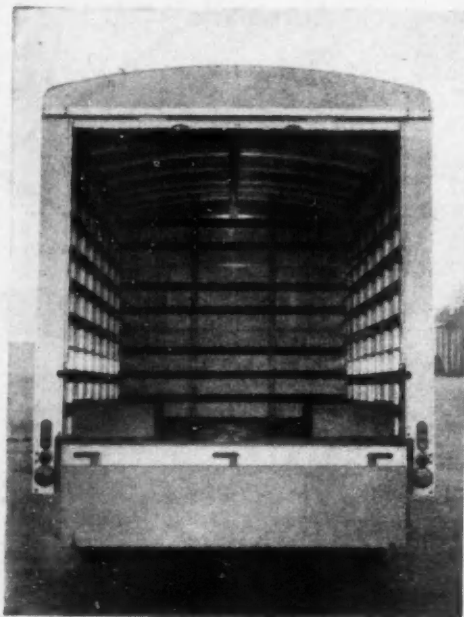
and the answer is

THE DOVE DISTRIBUTOR

Standard alloy van on the AUSTIN F.G
30 cwt.-3 ton chassis . petrol or diesel

STRENGTH WITH LIGHTNESS • DURABILITY WITH ECONOMY • DELIVERY FROM STOCK

A wine shipper chooses THE DOVE DISTRIBUTOR
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Wholesale grocers, hauliers and hordes of others choose
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The "Margam Abbey"—built for the Port Talbot Pilotage Authority by Richard Ironworks Ltd., in which Cor-Ten was used extensively. Photograph by courtesy of the Port Talbot Pilotage Authority

COR-TEN GOES DOWN TO THE SEA IN SHIPS

At sea as well as ashore new uses are constantly being found for SCW Cor-Ten. It was used extensively in the construction of this vessel for the Port Talbot Pilotage Authority.

The Main Deck and Bulwark Plating
Shell Plating and Anchor Recess
Floors and Engine Seating
Chain Locker
Fresh Water Tank
Bulkhead Bottom Plating
Rudder Side Plates

—were made entirely from Cor-Ten. A typical example of the growing use of Cor-Ten in marine construction, and in other fields where high yield strength, together with outstanding resistance to corrosion, is vital.

COR-TEN IS TOUGHER

Weight for weight, the yield strength of SCW Cor-Ten is 50% higher than ordinary mild steel.

Alternatively—

Strength for strength, a saving of 1/3 of the weight is possible.



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A9

4-6 times more resistant to atmospheric corrosion.
Highly resistant to abrasion and fatigue.

COR-TEN SAVES MONEY

Initial costs are spread over a longer service life.

Maintenance costs are reduced.

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Please write to us at the address below for further information or for technical assistance in the application of SCW Cor-Ten to your products.

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Take Pirelli Atlantic with you wherever you go; take them anywhere — over bumpy tracks, through forest clearings, in mud, sand, clinging clay, rubble . . . and along good main roads. They'll save you money, because they're designed for higher mileage and greater durability under these conditions. They're self-cleaning, skid-resisting, and non-distorting — and they cost no more than a normal tyre.

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Charges on balance

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Comfortable in-line seating for 3 persons.

Exceptional ease of entry to full forward cab plus wrap-round panoramic screens for improved visibility and safety.

Albion Claymore Luton Vans are available for immediate or early delivery.

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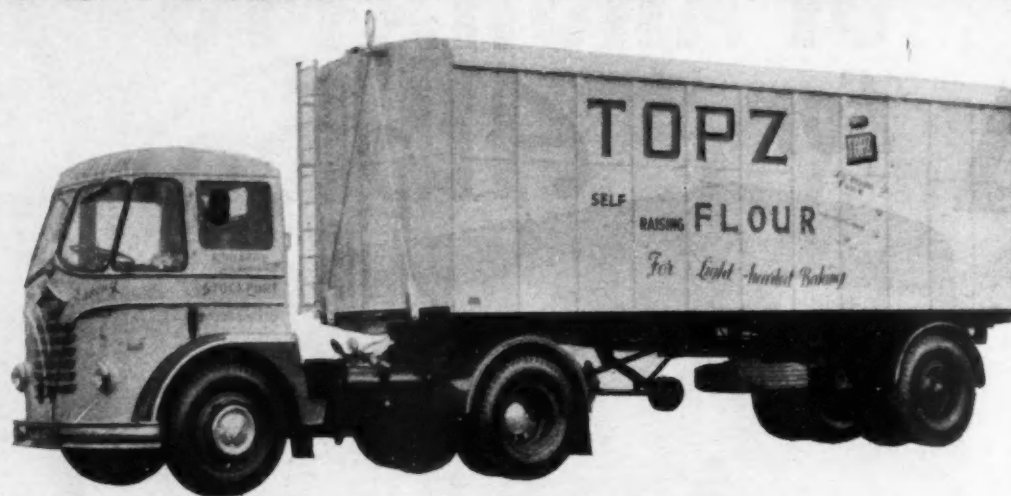
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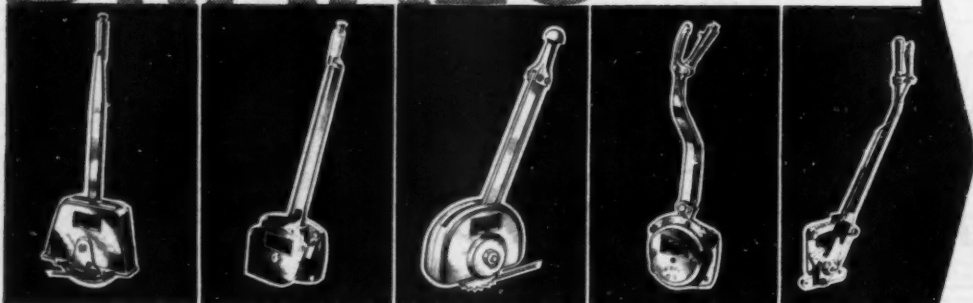
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BULK GRAIN CARRIERS A SPECIALITY. LET US HELP YOU SOLVE YOUR BULKY PROBLEMS

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NBC/7. A trailer brake control with gradual or instant release.

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NBC/10. Midget Brake Control. Designed to meet the demand for a control to handle a trailer and load up to 5 tons.

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NBC/14. Single stroke control for vehicles up to 19 tons — provides phenomenal braking effect.

The NEATE range of brakes and towing equipment is designed to provide the complete answer to every problem in braking. There is a NEATE control to

suit every requirement from 2-100 tons and fully illustrated literature covering the entire range is available on request.

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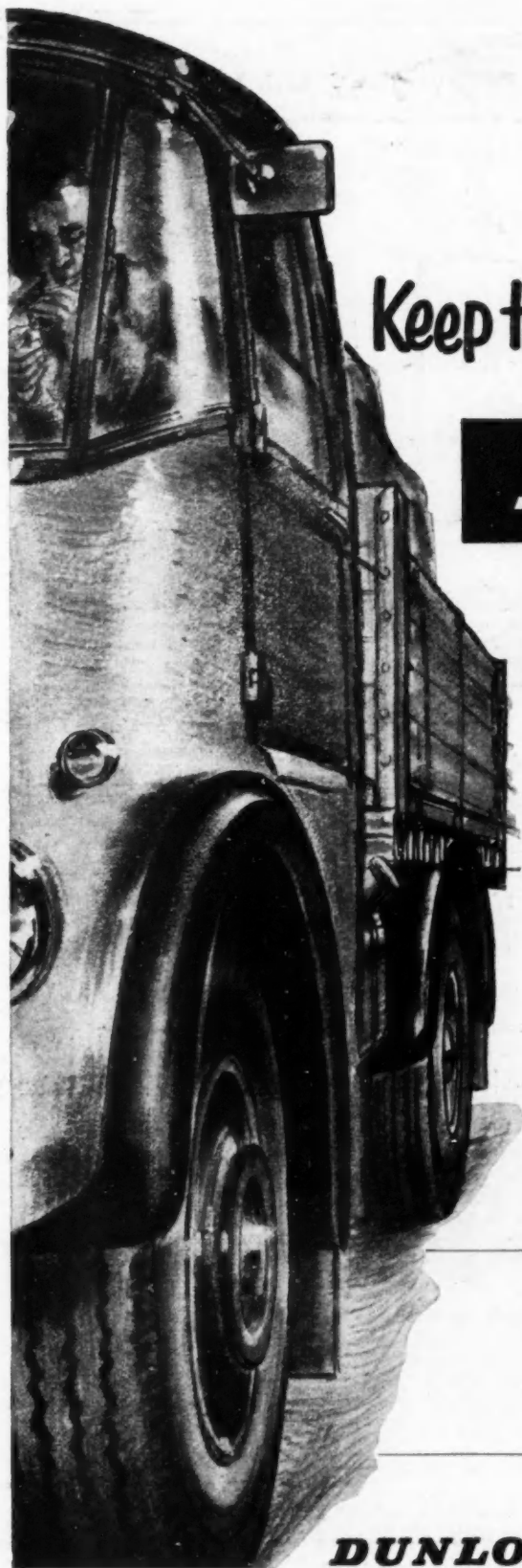
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Longer hours, greater daily mileage and heavy traffic conditions lay every commercial vehicle open to general wing damage. Even minor bumps or knocks can cause big delays and involve you in claims and paper work. There's no better way to preserve efficiency and step up profits than to fit all your vehicles with Dunlop Rubber Wings.

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WILL NOT CORRODE

—being rubber they are unaffected by weather conditions.

ECONOMICAL

—they reduce maintenance and repair costs.

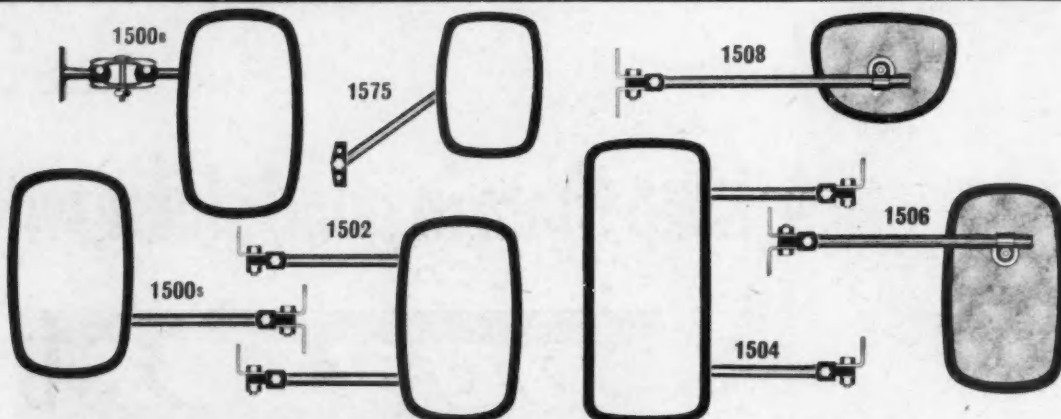
DUNLOP MUD FLAPS

protect your own vehicles and prevent stones and mud from being thrown up at those following. Be courteous to others and bring safety to all by fitting Dunlop Mud Flaps.

DUNLOP PROTECTS YOUR PROFITS!



The famous **1500** motorway range by WINGARD



1500 B THE ORIGINAL 1500 MIRROR Double clamp fully adjustable bracket 10" x 6" flat glass.

1500 S INTERNATIONALLY CELEBRATED 12" single bracket 10" x 6" flat glass.

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1504 'CANNONBALL' the great modern mirror designed for additional safety on modern highways—14" x 6" flat glass.

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1508 UNIQUELY STYLED TURINA 7" x 5" maximum flat glass. 12" single bracket. Reg. Design.

1575 FOR THE LIGHTER G.V. A well-designed, fully-styled, 7" x 5" mirror in the 1500 tradition.

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Safety and Style



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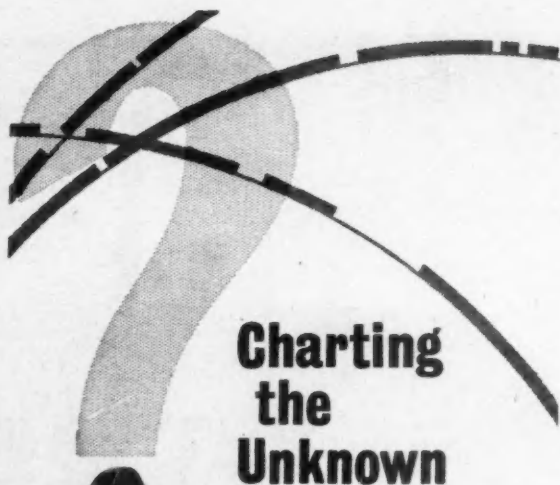
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- How to increase returns on vehicle capital through more effective supervision and organisation of operating procedure.

Saving money in practically every country across the world!

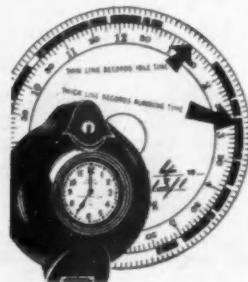


Further questions fully answered in this timely booklet - Transport Management with the Servis Recorder.

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THE BACKBONE OF REINFORCED PLASTICS

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both on and off the road



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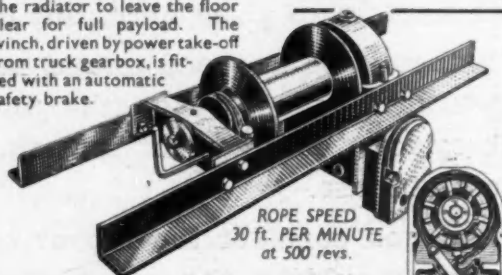
Distributors throughout the country.

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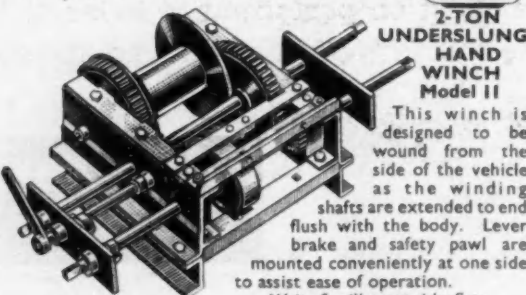
THOMPSON SPECIALISTS IN WINCHES

4-TON UNDERSLUNG POWER WINCH Model 18

Designed for mounting either under the body or in front of the radiator to leave the floor clear for full payload. The winch, driven by power take-off from truck gearbox, is fitted with an automatic safety brake.



Thompson Winches SAVE FLOOR SPACE



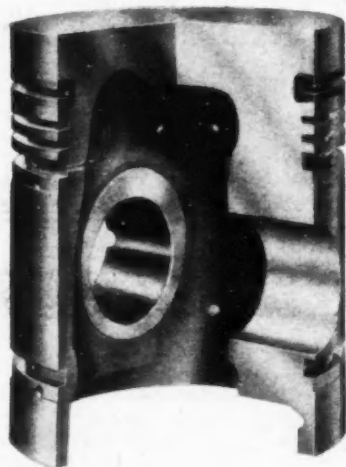
This winch is designed to be wound from the side of the vehicle as the winding shafts are extended to end flush with the body. Lever brake and safety pawl are mounted conveniently at one side to assist ease of operation.

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other fleets gain you 5 year saving..



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Unique AL-FIN Pistons embody an iron belt molecularly bonded to the aluminium body, providing an armoured top ring groove of twice the normal wear-resistance.

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The Choice of the Engine



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Breakdown Service



YOU'VE SEEN THE REST—THIS IS THE BEST!



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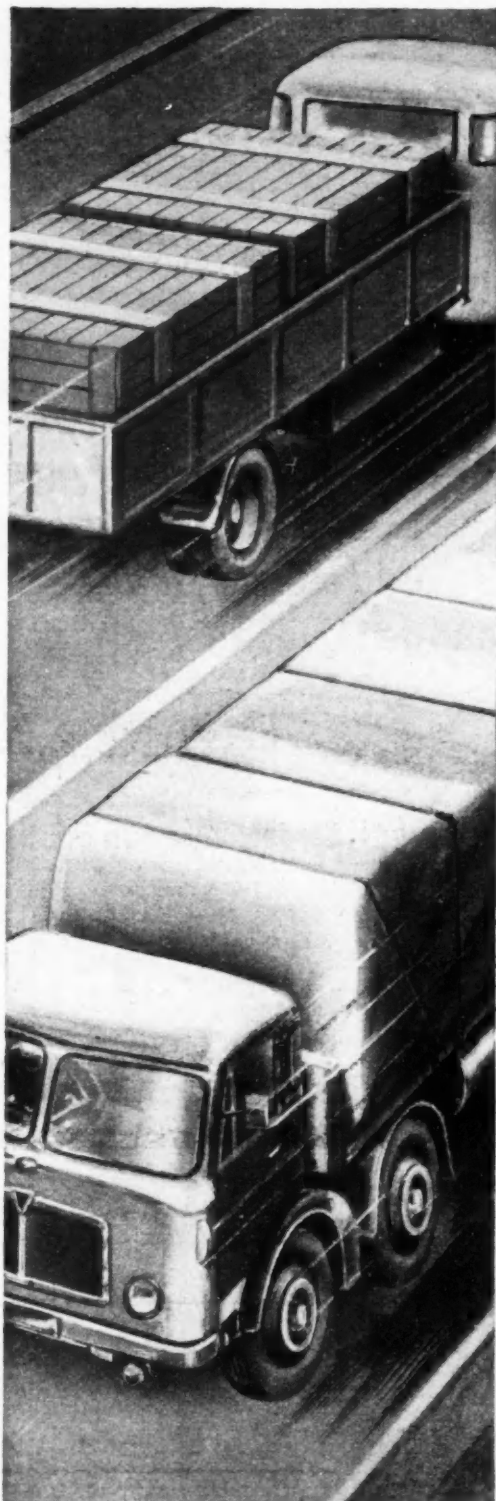
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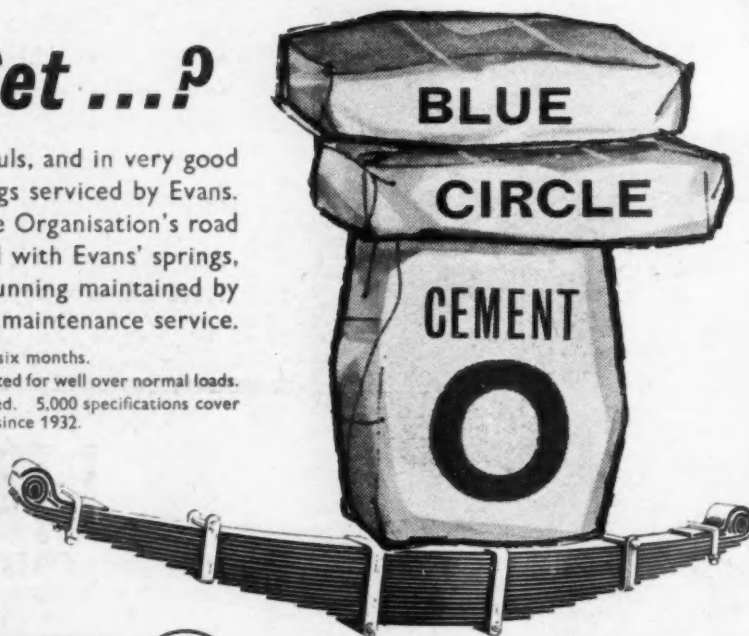
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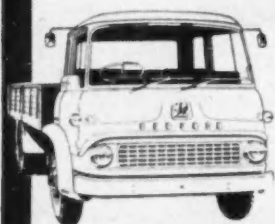


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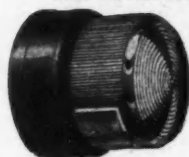
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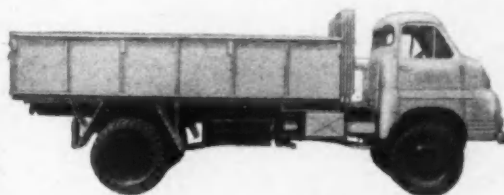
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PICK OF THE BUNCH



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Mr. Marples Stung

"THE plain fact is that, despite the skill and ingenuity of engineers and administrators all over the country, the modernization of the nation's highway system still trails hopelessly behind the demands of traffic." Those words were publicly uttered recently by the British Road Federation in a report on the Government Road Programme.

The Federation, which makes a successful job of continually bringing such matters to Mr. Marples' notice, also stated that it considered that Government road programme spending must be at least doubled to make ready for the influx of more than 1,000 vehicles a day which are being added to our already congested roads.

A totally unexpected result of this B.R.F. report was that the Ministry of Transport immediately issued a public statement complaining that the Federation had ignored "certain important facts." So stung was Mr. Marples, who received a copy of the report in the post, that he caused the official statement to be issued the same day.

This was a very unusual step for any Ministry to take, and a venture which was a very doubtful one to embark upon, because, by doing so, Mr. Marples has called more attention upon the B.R.F. report than it would otherwise have received. Ministers, and Ministries, do not usually engage in public arguments with sectional interests attacking Ministerial policy, other than from the floor of the House of Commons. In choosing to break with tradition, did the mercurial Minister of Transport have a twinge of conscience?

The gist of the Ministry's public reply was neither to deny any part of the B.R.F. contention nor to quarrel with it, but merely to point out that a total of £340m. was to be spent in 1961-62 on public investment in transport. Of this £340m., new roads and major improvements will receive about £120m. The figure of £340m. is nearly a quarter of the total 1961-62 public investment. Further increases in the road programme would have to be considered against similar large sums required for items such as defence, education and pensions.

Treasury Trouble

That was the Ministry reply. What it boils down to is a woeful piece of hand-wringing at the hardness of the Treasury. Road operators already know this; they also consider that the Minister would better serve their interests by trying to chip pieces off the Treasury's rock-like defences than by trotting out the old, old excuses for his failure to extract more from the Government's pocket.

In point of fact, Mr. Marples has done quite a lot during his stay at the Ministry. He has particularly tried to concentrate on improvements to existing roads and on freeing urban centres. Operators may not always agree with the way he tries to do this, but all agree that the intention to free the roads is correct, so long as the Minister remembers that urban roads are the arteries of retail distribution as well as of traffic flow.

But by publicly arguing with the B.R.F. contentions, and by not refuting them, Mr. Marples must be presumed publicly to be agreeing with them. It would be interesting to know if, in fact, Mr. Marples really does agree that road construction should be doubled.

Certainly it would be no less than justice if this were done. Road transport is recognized as being the major carrier when compared to the railways. Why, therefore, spend almost 50 per cent. more this year on the ailing railways than on the roads, which, sadly inadequate as they are, already carry more than half the country's goods? Even if the spending were comparative to the amounts carried on each form of transport, road operators would still be paying out in special taxes far more than was spent on their behalf.

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NEXT WEEK

- Agricultural Transport Number
- Preview of Vehicles at the Royal Show

Men Who Make
Transport

Robert

A LOT was going on at the Road Haulage Association's new offices when I called there to meet Robert (I suspect all his friends call him Bob) Clifford from Seaham Harbour: there was a council meeting, the auditors were there and a great coming and going of hearty, prosperous-looking transport men gave an impression of bustling activity. All the best rooms were occupied. Robert Clifford and I met in a small office with our photographer trying to get the right angles, which involved shooting from the passageway through the open door of our temporary office.

Not, I thought, a characteristic setting for Bob Clifford though, mind you, he knows all about offices and bustle; but my fancy paints him seated at the head of a mahogany table which is, as they say, groaning under the weight of good things—good north country things to eat and drink. For he is a hearty, down-to-earth man who (I judge) rejoices in good living, hard work and conviviality.

He looks like a farmer—which isn't surprising because he is one. Indeed, it was in farming that he started work after leaving Bede School, Sunderland, in 1921. He was some 16 years old then—young enough to change his mind, shrewd enough to take stock of the industry in which his die appeared to be cast, resilient enough to make an adroit sidestep into some other calling if circumstances indicated that that was the wise course to pursue.

Farming in 1921 was not the farming we know in 1961, with its support prices, protection and virtually assured home market. Times were tough—prices were low, Whitehall was not kept on its toes by a National Farmers' Union as influential as it has since become. A Cinderella of an industry, one might think.

Which is precisely what young Bob Clifford thought, way

Bird's Eye View

Top People's Paper

THE top people, it seems, get mention in other publications than the paper for Top People—in Applications and Decisions, for instance. I like this one from the latest As and Ds from the Western Traffic Area. Longford Management, Ltd., are applying for a three-tonner on B licence to carry timber and building materials on behalf of The Rt. Hon. The Earl of Radnor, The Viscount Cranborne, Major S. V. Christie-Miller, The Dowager Lady St. Just, The Hon. Peter Pleydell-Bouverie, The Viscount Folkestone within a radius of 210 miles of operating centre.

A town job, obviously.

Clever Dodge

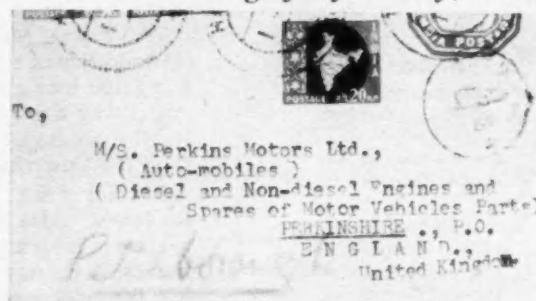
HERE'S June bustin' out all over and I receive a note from the Chrysler-Dodge concern about Christmas gifts. As if our summers weren't short enough. . . .

However, the Chrysler-Dodge story is a most praiseworthy one. They have solved what they call "the problem of embarrassment caused by the receipt of Christmas gifts from suppliers and customers" by getting the lucky recipients to contribute all gifts to a giant raffle staged at the employees' Sports and Social Club's annual Spring Ball.

Proceeds from this year's raffle totalled £150 and this sum was divided equally between the Cancer Research Fund and a special fund of the Kew Botanical Gardens. Charities, not necessarily the same ones each year, will continue to benefit.

A28

Frightfully County, What !



Goodness gracious me! Posted in India, this letter arrived safely, thanks to Perkins fame—and the G.P.O. resources.

Non-static Hydrostatics

WHILST most progress so far with hydrostatic transmission systems seems to have been concerned with agricultural tractors, the desirability of this form of drive has for long appealed to transport men: infinitely variable speed control, simplified forward-reverse engagement and the abolition of a conventional transmission line are some of the advantages.

Well, hydraulic advocates can take heart. I hear that the design of a hydrostatic transmission for public service vehicles is already in the advanced stage, although no actual parts have yet been made. I am not going to give the game away by saying who is doing this work, but the factory concerned is not in the South of England.

Clifford



Staunch supporter of the R.H.A., Bob Clifford.

back in 1924. What to do? Now 18 years old, he bought one of those vehicles which seemed to flood the market around that period, a lorry surplus to W.D. requirements which had done its bit towards making the world fit for heroes to live in after the 1914-18 rumpus. At first sight

it does not seem a very original, or even sensible idea. A great many youngsters were doing just that in the early 'twenties, and there were casualties.

But they're a canny lot up in County Durham. Like their near neighbours in Yorkshire they watch the pennies if there's any reasonable hope of turning them into pounds. Clifford does not attempt to deny that his first days in transport were difficult. "I lived frugally and ploughed every possible ha'penny back into the business. That was my policy for year after year. Of course I bought more vehicles, but it was a slow job and a hard one."

By the time the second war broke upon us he was well established, but no less forward-looking. New activities enlarged his experience as, for example, timber hauling in the north. Today his businesses include Guy Potts, Ltd., who are in the civil engineering branch of the road haulage industry. His total fleets now comprise 31 vehicles—articulated outfits, tippers, bulldozers, excavators, road rollers and so on, though the civil engineering equipment operates under the Guy Potts banner.

Very energetic, he is able to put a considerable amount of his time at the disposal of the industry as a whole. As long ago as 1935 he was elected to the Northern area committee of the Road Haulage Association and the connection has never been broken. From 1944 he has served as the chairman of the Sunderland sub-area and until last month was chairman of the Northern area and a member of the national executive, national finance committee and national council of the R.H.A. He is also a member of the employers' panel of the Road Haulage Wages Council.

Commuter

So he may be regarded as almost literally a commuter between Seaham Harbour and London—literally, because on these long journeys he prefers to use British Railways rather than British roads. I gather he holds views about road construction slightly at variance with those of Mr. Ernest Marples. He does not belittle such civil engineering achievements as the M1, but believes that a lot more time, energy and money could usefully have been spent on widening existing highways and taking the kinks out of them. "What is the real use of being able to tear along a motorway at 80 miles an hour only to be at the end (and not a very distant end at that) entangled in the one-way maze of Birmingham's city centre or bogged down in the rush-hour traffic on the North Circular Road?"

The threats and trials of nationalization, denationalization and partial nationalization seem to have left him unscarred. If I have referred to my imaginary impression of him seated at the head of an hospitable table it is to emphasize that in Robert Clifford we have a classic example of British imperturbability, of willingness to take calculated risks and of determination to enjoy the fruits of labours when genuine harvest time seems to have come.

At heart, of course, he's a countryman. There are today resounding echoes of those first years after school when he essayed and forsook the jolly life of a farmer. Now he's a farmer once more, although, maybe, once removed. He is fortunate in his family. One son likes the transport industry. The other decided it was not for him—only farming would make him happy. So there's a young Clifford in the transport business and a young farming Clifford, too. And Clifford the elder keeps an eye on both sides of his interests and enjoys the best of two worlds.

Hobbies? Farming, he says, and shooting. There again his good luck shines through. His two farms do not lack birds to shoot, but they happen to adjoin a large estate where birds are bred. Happily, he's the typical good neighbour!

H.C.

A29

By The Hawk

50 Up!

TO celebrate their 50 years of trolleybus operation, Bradford City Transport on Tuesday combined the annual inspection of the department with the celebrations. The transport committee travelled over the original route in two trolleybuses painted in the former liveries of the undertaking. Tomorrow a bunch of trolleybus enthusiasts are taking the same trip in the same two vehicles. An exhibition opened on Monday and will last until July 1.

As a contribution to the celebrations, *The Commercial Motor* is this week publishing on pages 732-734 an article about the Bradford undertaking.

I wonder how much longer, though, Bradford will be able to continue? It is well known that the former general manager, Mr. C. T. Humpidge, relied largely on second-hand purchases because of the difficulty in getting new vehicles. I don't suppose the new manager, Mr. J. C. Wake, will find things any easier.

Steamer News Wanted

FOLLOWING my reference a few weeks ago to the photograph sent to me showing the present chief of H. A. Scott and Sons, the Barnstaple hauliers, as a small boy alongside a Foden steamer, I have had a request from Norwich for information about steamers.

Mr. R. H. Clark, of 50 Mount Pleasant, Norwich, is seeking information about steamers made by the English Steam Wagon Co., of Hebden Bridge, and Turner, Atherton and Co., of Manchester. He wants, he says, to compile some technical data about them.

End Transport Monopolies, Call by Liberals

FROM OUR POLITICAL CORRESPONDENT

A CALL for a repeal of clauses in road and rail traffic acts "which have created the present goods and passenger monopolies and restrictions" will be made when the Liberals hold their annual assembly at Edinburgh in September. This demand is included in the points which Hastings and St. Leonards will ask the meeting to endorse as the basic principles of the party's policy for roads.

The town's spokesmen will also ask for a repeal of the present laws concerning the road user, and their replacement by "laws which are based on the assumption that the majority of drivers are honest and responsible persons, are clear and based on reason rather than prejudice."

All the money which the road user has to find should be allocated to road improvements, says the motion, which asks that classified roads should rapidly be improved to "the minimum requirements of safety."

These are defined as either a dual carriageway, where more economic or demanded by traffic density, or for lighter traffic three-lane carriageways.

A motion from Twickenham speaks of the "transport chaos" which faces this country. It asks the Party Councils to present to the next assembly their thinking on six problems, including the increasing congestion on Britain's "outdated" roads and the enormous losses incurred by British Railways.

Labour to Have Another Go at Government Transport Policy

FROM OUR INDUSTRIAL CORRESPONDENT

TRANSPORT policy is to get another public airing when the Labour Party hold their annual conference at Blackpool in October.

It has become something of a hardy annual at this conference and is assured of a repeat by a decision of the executive committee of the National Union of Railwaymen to submit a resolution for debate.

This "deplores" the proposals set out in the Government White Paper "Reorganization of the Nationalized Transport Undertakings," which, the resolution declares, is in opposition to the policy of an integrated transport system.

"We see no useful purpose in the sectionalizing of different parts of the transport industry and the further regionalization of the railway industry and

urge Conference to reiterate and press the declared policy of our movement," the resolution continues.

"We express concern at the continued policy of closing certain sections of the railway system which has the effect of denuding large parts of the country of a necessary social service."

As in previous years, there is little likelihood of its being defeated.

B.R. Drivers' Strike: The Next Move

FROM OUR INDUSTRIAL CORRESPONDENT

THE one-week strike of nearly 3,000 van drivers employed by British Railways ended at midnight last Sunday without achieving anything. The stop-

page caused little dislocation to goods traffic.

In the middle of the strike, officials of the National Union of Railwaymen met the British Transport Commission to argue the men's case that all 14,000 drivers should be paid at the top rate of £9 18s. a week.

The B.T.C. turned down the claim as "unjustified" and the next step is now to be considered by the executive of the N.U.R. Their most likely move is to press the claim to the Railway Staffs National Council.

Despite the turn-down of the claim the strike leaders decided to continue the stoppage for the full week and they were backed by most of the men who had come out. But some depots returned to work before the end of the week.

BIGGER PROFIT

DURING the year ended March 31, Middlesbrough Corporation Transport Department made a net profit of £21,852 compared with £12,074 the previous year. Because of higher fares, revenue rose by over £53,000, but operating costs also increased by £30,000.



£50 in cash goes to any Kent batsman who scores a direct hit on this Bedford TK van during the current season. The van will be used to transport five tons of catering equipment to various outdoor events, and was supplied by Martin Walters, Ltd., Folkestone, to Jimmy Heath, Ltd., of the same town. It is Mr. Jimmy Heath who is offering the cash prize, even if a ball hits the windscreen, and he is seen taking delivery of the vehicle.

"Rural Services Need Outside Help"

MR. RUPERT SPEIR, M.P. for Hexham, said at Bournemouth last week that it was "absolutely absurd" for the Government to support agriculture, to provide millions of pounds for helping and subsidizing water, electricity, housing and other central services, and to leave rural transport to flounder.

"Many small operators in the rural areas are operating at a loss and cannot hold out much longer," he told delegates at the annual conference of the Rural District Councils Association.

"Adequate rural bus services cannot be provided except by some outside financial help. I think the countryside has been extremely patient. We have allowed the Government to play with this problem long enough.

"It is for the Government to make up its mind what should be done, and to act soon, for otherwise the rural transport system is inevitably going to deteriorate at a very rapid pace."

Mersey Tunnel Short List

THE Mersey Tunnel Joint Committee has drawn up a new short list of candidates for the post of manager to the Mersey Tunnel which carries a salary of £2,470-£2,935. Further interviews will take place probably early next month.

Four candidates are on the short list, and of these three have been short-listed before and have already been interviewed. The four selected for interview are Mr. Clifford Nurse, traffic superintendent with the Coventry Corporation Transport Department; Mr. Harold Cooper, divisional superintendent of Manchester Corporation Transport Department; Mr. F. Hitchin, transport officer with the Midlands Electricity Board; and another candidate from the South of England who has expressed a wish that his name should not be disclosed at the moment.

The post attracted 135 applicants when it was first advertised. The present manager, Mr. A. S. Brown, is due to retire in August.

Double Ess Transport Fined £125

DOUBLE ESS TRANSPORT, LTD., of Pudsey, were last week fined a total of £125 and costs when they pleaded guilty to 23 summonses alleging breaches of licence conditions. They pleaded not guilty to a further two similar charges.

Mr. E. Wurzel, prosecuting, said that some of the offences related to vehicles operating under contract A licences. He alleged: "It appears abundantly clear that all these offences were deliberately carried out for gain."

Mr. J. Mellor, for the company, said that there was substantial mitigation in some of the cases. In one, a mistake was made in administrative instructions, and 14 others were committed on what was alleged was advice given by a clerk at the Yorkshire Licensing Authority's office.

LONDON TRANSPORT FARES INCREASES

INCREASES in their bus and Underground fares, effective from July 30, are announced by London Transport. Single fares of 8d. (3 miles) and above will be increased by 1d. The present 8d. fare will, however, remain for journeys of 2½ miles, which are not at present covered by a separate fare. No increase is being made in present 3d., 5d. and 6d. fares covering journeys of 1, 1½ and 2 miles respectively.

An announcement will be made later in the year regarding season tickets. Powers for increases of approximately 5 per cent. from January 1, 1962, have already been granted.

The issue of early morning tickets will cease altogether as from January 1, 1962,

Bus Industry Bedevilled by Leapfrog Wage Demands

FROM OUR INDUSTRIAL CORRESPONDENT

WITHIN weeks of the last wage claim being settled, it looks as if the bus industry is in for another costly series of demands.

As reported in *The Commercial Motor* last week, the executive council of the Transport and General Workers Union has approved a claim on behalf of the 34,000 busmen employed by London Transport for a reduction of the working fortnight to 80 hours.

But no sooner had this been announced than the London Busmen's Negotiating Committee decided to add to this a claim for a "substantial" pay increase and improvements in conditions.

These include payment of double time on Sundays, instead of time and a half, higher pay for Saturday afternoon work, and improved holiday facilities.

This additional claim now goes to Mr. Sam Henderson, the union's national bus officer, for approval. This is little more than a formality, and when the union negotiators shortly go to London Transport both claims are practically certain to be presented.

These two costly claims follow an exceptional settlement reached only last

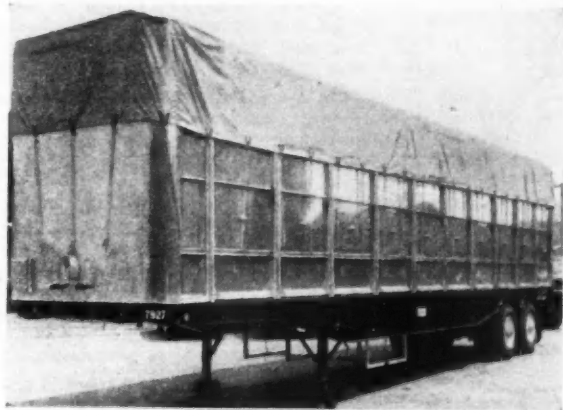
October under which London busmen received a wage increase averaging 28s. 7d. a week, at a cost to London Transport Executive of £2,250,000 in a full year.

But what makes it even worse is that the 170,000 provincial busmen will almost certainly slap in new claims of their own. They are already disgruntled at the wide differences in pay between London and themselves. They traditionally aim at parity with London busmen operating country services.

This "leapfrog" procedure between the three sections—London, municipal and private companies—of the bus industry, has bedevilled industrial relations for many years. There have been attempts by Mr. Frank Cousins to co-ordinate wages policy.

The fact is that the busmen find the rivalry useful as a means of stirring up feeling and reinforcing their case.

One of the unofficial London leaders blandly admitted last week that they had no objection to provincial men catching up with London pay rates—provided the London men were not expected to stand still in the meantime.



The Pike Trailer Co., Los Angeles, U.S.A., has recently built a number of these special 40-ft. tandem-axle open-top-van semi-trailers, which can be converted to flat platforms in 20 minutes by removing the light-alloy side panels. A payload of 30 tons can be carried, and the complete vehicle as illustrated weighs 4½ tons.

No Week-end Ban on Goods Traffic

From Our Parliamentary Correspondent

THERE is to be no restriction—except a voluntary one—on the number of commercial vehicles using the highways during the summer week-ends. The Minister of Transport made this plain when he was asked in the Commons last week if he would impose the "no travel on summer Sundays" ban on heavy goods vehicles.

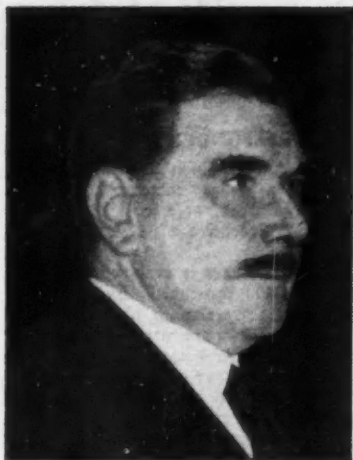
This total prohibition would have a serious effect on supplies, said the Minister, though he appealed to hauliers to limit traffic on summer week-ends.

The movement of heavy goods vehicles was much less on Sundays than on other days, pointed out Mr. Marples. From

Monday to Friday they averaged 20m. vehicle miles, on Saturdays 9m. and on Sundays 3m.—"so I think we are dealing with the week-end traffic pretty well."

Mr. Philip Hocking (Cons., Coventry South), who had asked for the prohibition, suggested that it should apply between 8 a.m. and 8 p.m. during the period of British Summer Time.

The ban worked perfectly well in Western Europe, particularly in Western Germany and Holland, said Mr. Hocking, and would relieve congestion on the roads here. He urged the Minister to have another look at it.



Mr. Charles Calderwood.

Mr. N. L. Howell, General Manager, has been appointed to the board of The D.P. Battery Co., Ltd., of Bakewell, Derbyshire.

Mr. H. Nunn has been appointed a principal executive assistant in the office of the Civil Engineer (General) of London Transport.

The London Chamber of Commerce has re-elected **Mr. Allen L. Stock** as chairman, **Mr. Richard L. Wills** as deputy-chairman and **Mr. F. H. Tate** as treasurer.

Mr. G. R. G. Watkins has been appointed managing director of Charles Pitt (Barton Stacey), Ltd., the trailer manufacturers. He was until recently with Tube Investments, Ltd., having formerly been assistant managing director of their South African subsidiaries.

Mr. Charles Calderwood, chairman of the Spurling Group of Companies, has been appointed a Deputy Lieutenant for the County of Middlesex. In addition to his public service activities in Middlesex, Mr. Calderwood is a Liveryman of the City of London and is vice-president of the National Federation of Vehicle Trades.

Councillor L. B. Parkes and **Mr. J. Royston** have been appointed members of the Transport Users' Consultative Committee for the West Midland Area until June 30, 1962. Councillor Parkes is chairman of Walsall transport committee. Mr. Royston is the Line Traffic Manager, British Railways, London Midland Region, Crewe.



Mr. Gordon Ames, the recently appointed transport and traffic manager of the Evan Cook Companies.

Mr. A. L. Nowell has been appointed works director of Matthews Oils, Ltd., West Bromwich.

Mr. R. R. Meyric Hughes, deputy secretary of the County Councils Association, has been appointed secretary of the Royal Agricultural Society of England to succeed **Mr. Alec Hobson**, who is to retire at the end of the year.

Mr. Arthur Payne, 41-year-old director of Payne's Garage, Ltd., Hinckley, Leics, travelling with two co-drivers in a Ford Classic, has just completed a trip of 1,126 miles through England in 25 hours 50 minutes at an average speed of 43 m.p.h.

The retirement is announced of **Mr. Eustace Price**, managing director of Steels (Hereford), Ltd., formerly County Motors (Hereford), Ltd. The new managing director is **Mr. L. D. Scott** who has been with the Steels Group for some 10 years in various managerial capacities.

Mr. H. J. Camplin has relinquished his position as southern divisional manager of the sales organization of Leyland Motors, Ltd., after 51 years with the Group. He will continue to be a director of Albion Motors, Ltd. **Mr. G. Bart Taylor**, who has been Leyland's southern regional sales manager for the past five years, will succeed Mr. Camplin as southern divisional manager.



Mr. W. Mills.

Mr. W. Mills has been appointed secretary of the Northern Division, Traders Road Transport Association. Mr. Mills is well known in the division through his honorary secretaryship of the Northern Section of the Institute of Transport.

Obituary

We record with deep regret the death of **Mr. George F. Sinclair**, deputy chairman of the Board of Management of British Road Services. He was 64. Mr. Sinclair had a special responsibility for technical services and had been a whole-time member of the Board since he was appointed to the then Road Haulage Executive in December, 1950. He was a former member of the council of the Institute of Transport, and former chairman of its Metropolitan section. He was also a past chairman of the Public Transport Association.

R.H.A. Rates Guide A Sell-out

THE long-distance rates guide issued recently by the Road Haulage Association was such a success that the first printing was "sold" before it was published. On Wednesday the long-distance committee of the R.H.A. heard a report on progress towards a reprint of this successful guide. The question of goods-in-transit insurance was also discussed.

FIRST IN

THE first of the applications from bus operators in the south-west to increase fares to meet the recent wages award came before the Transport Commissioners at Bristol on Tuesday. It was a joint application by the Western National Omnibus Co., Ltd. and Plymouth Corporation transport.

The application was granted.

Forthcoming Events

September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5.—Institution of Municipal Engineers, "Planning for Traffic" Convention, Central Hall, Westminster.
October 5-15.—Paris Motor Show. (Cars only.)
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 24-27.—Royal Dairy Show, Olympia.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.

November 10-11.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automobile Technical Congress, Church House, Westminster.
May 15-17.—Public Transport Association Conference, Harrogate.
May 29-June 1.—Institute of Transport Congress, Cardiff.

Get Rid of the Halfpennies, Say Midland "Red"

THE decision on an application by the Midland "Red" company to increase fares was reserved at a joint sitting of the East and West Midland Traffic Commissioners at Birmingham on Tuesday.

The company had asked for a new mileage scale to increase single and scholars' return fares; to eliminate the halfpenny in children's fares; to increase workmen's returns; and to impose "surcharge" on the M1 services between Birmingham and London.

Mr. E. S. Fay, presenting the company's case, said that in a full year the cost to Midland "Red" of a recent wage award, together with other increased costs, would be £578,000. If all the proposed increases were granted the company would get back £613,000 in a full year's working.

He said that one aim of the company was the end eventually of the 1d. coin which was too small to fiddle with in present-day commercial life.

Extra Costs of £120,000

Mr. Richard Brandon, traffic manager of Midland "Red," said that even if the increases were granted and soon put into operation, the company would have had to sustain extra costs of £120,000 in the meantime.

He said that in a comparable eight-month period before and after the last fares increase, nearly 10½ million passengers had given up using the service. Mr. Brandon said the present application made allowances for this "consumer resistance" to be continued. Mr. Brandon said that for the first time in the company's history, more than half its mileage, about 51 per cent., was unremunerative.

Not less than half of this was rural mileage and Mr. Brandon said that a proportion of urban services were also unremunerative.

Grant of 12 A Vehicles—If No-one Objects

THE Metropolitan Licensing Authority, Mr. D. I. R. Muir, who formally requested an applicant company to change their declaration of normal user because they were doing "the same business in another way" indicated that, provided there were no objectors on republication, he would grant them 12 A-licensed vehicles.

The applicants, D. Goldsmid (1938), Ltd., of London, were applying to the Authority, in the Metropolitan court on Monday, to add 12 vehicles to their A licence with a normal user of "General goods within 25 miles of Tower Hill; occasional longer journeys as required."

Mr. D. Carmel, for Goldsmid's, said the extra tonnage was necessary because of congestion at London Docks—greater use was being made of Dover and the Medway ports, and also Shoreham and Portsmouth, for the importation of fruit and vegetables from Continental countries.

Giving evidence, Mr. F. Davis, managing director, said that a large proportion of the fruit and vegetable traffic until last October came into Gravel Lane rail depot and one vehicle could carry away five loads in two days. This depot had now closed and, instead, the traffic arrived at Hither Green depot, an hour's travelling time away, and it was a "hard

job" to get each vehicle away with one load a day.

Asked how often they went farther than the 25 miles radius, Mr. Davis said: "Normally we keep within the 25 or 30 miles." Questioned by Mr. Muir as to what was meant by "normally," Mr. Davis said that it might be two or three loads a week, or 10 per cent. "They might even go to Birmingham, Manchester or Liverpool."

Mr. Muir: "But this is important. This is for an A licence and the facilities declared are for comparatively short hauls, with occasional long journeys, as required." He added that "as required" added nothing and subtracted nothing from the normal scope.

Unable to get a precise reply from Mr. Davis, the Authority continued: "I take it that all the small ports are within the 25 miles?" Mr. Davis replied that only Gravesend was.

A Proper Description?

Coming back to the normal user, Mr. Muir asked if the applicants were satisfied that the declared facilities were right. Did they contend that it was a proper description of what they were doing, bearing in mind that part of the reason for the application was the need to go to ports such as Gravesend, Shoreham, Rochester and Portsmouth? Mr. Davis replied that they went to exactly where their customers sold their goods.

Mr. Muir: "As you know, I cannot force you to alter a declaration of facilities."

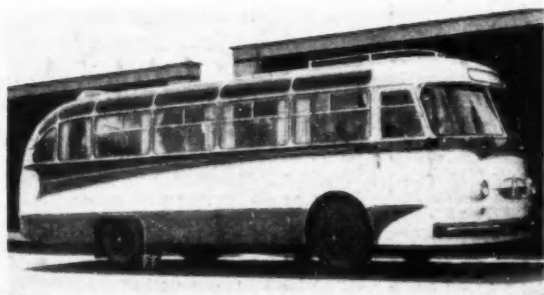
Mr. Carmel said that he would feel happier if facilities included "South and East Coast ports."

After consulting his clients, Mr. Carmel said that they agreed that the user would have to be changed, and he asked Mr. Muir to consider granting a short-term B licence with a limitation of 25 miles, to "tide them over." Mr. Muir agreed to this.

B.M.C. AND BORGWARD

DESPITE denials by the British Motor Corporation that it is interested in taking over the Borgward works, the Bremen Senate has said it would welcome the buying back of the works from the State and that a connection with B.M.C. would be a good chance to carry on the "technical traditions of Borgward," writes a special correspondent.

Russian Coaches Come to Town



Two of the three Russian vehicles to be shown at next month's Soviet Industrial Exhibition at Earls Court arrived in London at the beginning of this week. Both are LAZ passenger vehicles, similar to those exhibited at the 1960 Geneva Motor Show and described in our March 18, 1960, issue. On the left is seen the LAZ-697 33-seat coach, which has its 109-b.h.p. petrol engine mounted at the rear. The vehicle on the right is the LAZ-652 25-seat bus, with forward-mounted 90-b.h.p. petrol engine. The third exhibit is expected to be a heavy-duty six-wheeled dumper.

Croydon Driving Contest Date Fixed

A MEETING last Saturday decided to fix, definitely, the date of the proposed Croydon round for the Lorry Driver of the Year title as July 23. Mr. P. H. R. Turner (Thomas Allen, Ltd.) has been appointed chairman of the organizing committee. Other members are: Mr. A. D. D. Adams (Adams Bros., (Kingston), Ltd.); Mr. F. W. Firminger (RoSPA); Mr. S. Fenn (Express Dairy, Ltd.); Mr. R. V. N. Henning (Union Cartage, Ltd.); Mr. D. Meadows; and Mr. H. C. Younge (Ham Wharfage).

The awards presented for last year's Stepney contest are to be re-engraved "London" and presented to winners at Croydon.

The entry has been limited to 110 (there were 243 interested), and a maintenance contest is to be organized by the Traders Road Transport Association.

"Open-planning" Service Station

THIS evening the Mayor of Guildford, Ald. E. Jones, J.P., opens what is claimed to be the first "open-plan" motor showroom and service station in the country. It is the new premises of A. Gray and Co., Ltd., Rootes main dealers, and is situated on the Guildford By-pass. The open-plan effect is given by the front showrooms which, although covered, are completely open to the street. Full servicing facilities for large commercial vehicles are provided.

MOTORWAY CONTRACT

IT was announced last week by the Minister of Transport that Motorway Services, Ltd., London, have been awarded the contract for the development of the Keele service area on the Staffordshire section of the Birmingham-Preston motorway.

IDRIS OWEN TO RETIRE

MR. IDRIS OWEN, M.B.E., the South Wales Licensing Authority, is to retire on October 1. He has spent over 40 years in Government service, most of it connected with transport in South Wales. His successor has not yet been named.



These two Guy Invincible four-wheelers are the first of this type to enter service with Wolverhampton and Dudley Breweries, Ltd., although the fleet contains 13 other Guy vehicles. The lorries have bodies built by W. Robinson and Co., Ltd., Wolverhampton, and the cabs seat three-man crews.

L.A. Questions Earnings of £8,000 per Vehicle

AN application by Ward and Company (Leicester), Ltd., who applied to the Scottish Licensing Authority, Mr. W. F. Quin, to operate a 3-ton collection and delivery vehicle under B licence from a base at Johnstone, was adjourned last week.

Mr. M. Ward, managing director, told Mr. Quin that his firm had 14 vehicles, mainly in the East Midland Area, with three trunk vehicles operating on the Leicester-Johnstone run. The vehicle, if authorized, would be used to haul goods which had been carried, or were to be carried, by the trunk vehicles within a 20-mile radius of Johnstone.

When Mr. Ward said that 60 per cent. of the company's earnings came from the three Scottish trunk vehicles, Mr. Quin said that this would amount to some

£8,000 per vehicle, which he did not think was physically possible.

If, however, they represented 60 per cent. of the earnings of the fleet, it followed that the other vehicles were under-employed.

Questioned about substitute and maintenance vehicles, Mr. Ward explained that his firm had two such vehicles. Mr. Quin: "You are lucky to get that in Leicester. You would not get it here." Once a maintenance grant was made, it was difficult to check on its use, he added.

After hearing evidence by the company's Scottish branch manager that almost all the work was in small consignments, which few hauliers wanted, and that it was therefore impossible to secure suitable sub-contractors, the application was adjourned.

Large Argentinian Orders for Scania-Vabis

SINCE imports of heavy trucks to Argentina were freed at the end of 1960, A.B. Scania-Vabis, Södertälje, Sweden, have obtained orders for more than 500 of their L75 15-ton-gross goods vehicles. At present the Scania-Vabis agent in Buenos Aires, J. Vázquez Igleasias, is also negotiating for the import of about 100 rear-engined buses.

Scania-Vabis originally entered the Argentine market in 1956, and during the following two years—until import restrictions were imposed—about 1,400 goods vehicles were shipped to that country.

No Change In Glasgow Fares?

COUNCILLOR SAMUEL HUGHES, convener of Glasgow Transport Committee, predicted on Monday that fares in the city would remain unchanged this year.

Although the recent wage award to the department's 6,000 drivers and conductors would cost an additional £250,000 in a full year, Mr. Hughes said he hoped that it would not be necessary to raise fares for "at least nine months."

Mr. Hughes said he believed that increased fares would not necessarily secure an increase in revenue. Every increase in fares in the past had resulted in a decrease in the number of passengers, he added.



Peterborough Engineering Co., Ltd., constructed this breakdown vehicle for Bedfordshire Autocar Co., Ltd. It is based on a Thames Trader 9-ft.-wheelbase diesel-engined chassis, and has a Mann Egerton 5-ton crane, also front and rear towing jaws. The body is of all-steel construction.

Car Transporter Refused

NORTHERN CAR COLLECTION SERVICE, East Kilbride, failed in an application before the Scottish L.A., Mr. W. F. Quin, at Glasgow last week for a new B-licensed articulated outfit to carry cars from the car manufacturing plants in England to East Kilbride and to deliver within a 50-mile radius.

For the applicants, Mr. J. Law said that they had a service of staff drivers bringing cars to agents in the West of Scotland. Evidence in support was given by a number of the firms using this service, and in particular they referred to the transport of Vauxhall cars from Luton to Scotland and indicated preference for door-to-door service.

Mr. J. Clyde, for the B.T.C., submitted that the application would clearly give additional facilities and carrying capacity, since it would mean that cars could be brought in by transporter, as well as by drivers employed by the individual firms.

B.R. Overnight Service

After Mr. Quin had ruled that there was a case for the objectors to meet, Mr. Paterson, Licensing Officer for Glasgow Area of B.R., outlined the overnight service from Luton to Bonnybridge, whereby trainloads of Vauxhalls were brought to Scotland two or three times each week. From Bonnybridge deliveries were made to dealers by Anglo-Scottish Car Distributors' drivers.

Giving his decision, Mr. Quin said that all the applicants' witnesses had admitted failure to use the B.R. overnight service, and they could not be critical of its operation. It appeared that an arrangement which was satisfactory to Vauxhall's and to S.M.T. Sales and Service, should be equally satisfactory to the firms now supporting the application. He refused to make a grant.

No Bargains

THIS was an occasion when the Traffic Court had not been used as a bargaining basement for a haulier and his objectors, but had served a practical purpose, said Mr. J. Else, West Midland Licensing Authority, when he granted an application by A. Brown of Tunstall, at Hanley last week.

The applicant had applied for a new A licence for a 3½-ton flat vehicle to carry pottery to the London area, Surrey and Stoke-on-Trent. The case, which was part heard, had attracted several independent road objectors, as well as the B.T.C.

Following a consultation between the parties, Mr. G. C. Tindsill, for the applicant, said that if the conditions were amended to read: "Pottery, within 10 miles of base and a weekly journey to London and Surrey," all the objections would be withdrawn.

Mr. Brown confirmed that this adequately met his requirements and the licence was granted as amended.

Midlands Operator Granted Contract-A Switch

AT Hanley last week, W. and J. Wass, of Longton, were granted four A and two B vehicles by the West Midland Licensing Authority, Mr. J. Else. Two applications were before the court regarding three units on contract to the Clough Group of Companies and four on contract to the Staffordshire Potteries Group. Both organizations were manufacturers of china and earthenware. Mr. J. Hayes, general manager of W. and J. Wass, stated that they wanted three A units in substitution for the Clough vehicles, and evidence in respect of these had been given at a previous hearing in May. Regarding Staffordshire Potteries, they asked that the four contract vehicles should be replaced by ordinary A units, and two Bs, both of which should be authorized to carry general goods within 15 miles of Longton.

The present contract arrangements were unsatisfactory to all the parties concerned, continued Mr. Hayes. They were not able to deal with traffic immediately and customers were complaining of delays. In addition, the application would enable them to carry return loads.

Replying to Mr. B. Webb, for the B.T.C., Mr. Hayes said that 80 per cent. of the traffic they carried for Staffordshire Potteries was carried on the four contract

vehicles. Their existing fleet was fully employed—occasionally they operated a night shift.

Mr. G. T. Basnett, a director of Staffordshire Potteries, said that they were willing to surrender the contract-A licences and thought the new proposals would enable the applicants to cope more efficiently with their traffic. His company used British Railways as much as possible. About 50 per cent. of their customers asked especially for rail transport.

Giving his decision, Mr. Else said that the evidence merited the granting of four A vehicles—two in place of the Clough contract units and two in place of the Staffordshire Potteries units. The B vehicles were granted, one with the user "general goods within 10 miles of base" and the other to carry goods for Staffordshire Potteries within 15 miles of base.



B. Walker and Son, Ltd., of Warford, built this drop-sided truck body on a B.M.C. 10/12 cwt. chassis and cab. Interior dimensions are 8-ft. 0½-in. long, 5-ft. 5-in. wide and sides 1-ft. 3-in. high. Unladen loading height is 2-ft. 9½-in.

Buyers' Guide to Commercial Vehicles

THE 10th edition of "British Commercial Vehicles For The World" has been published by Temple Press Limited. This comprehensive buyers' guide contains tabulated specifications of all current goods and passenger vehicles and dump trucks produced by the British Commercial Vehicle Industry, as well as directories of all vehicle manufacturers and bodybuilders in the United Kingdom.

The tables cover internal combustion-engined three- and four-wheeled goods vehicles (including tractive units); internal combustion-engined passenger vehicles; trolleybuses; battery electric road vehicles (including pedestrian-controlled vehicles) and dump trucks, and give details of payload, chassis weight, gross weight, engine capacity, final drive, forward speeds, number of wheels and braking system, dimensions (including

wheelbase), ground clearance, turning circle and standard tyre sizes.

"British Commercial Vehicles For The World" (10th edition) is an essential source of reference for fleet operators and road transport authorities throughout the world. It costs 5s. net.

No Ban on Wide Loads in Scotland

MR. JOHN MACLAY, the Secretary of State for Scotland, last week turned down a suggestion that he should debar from narrow roads vehicles whose width or load protruded over the white line in the centre of the road.

"I think that the matter is dealt with adequately by the Construction and Use regulations," he told Mr. Archie Manuel (Labour, Central Ayrshire) who had raised the point in the Commons.

Orders and Deliveries

EXPRESS RELIANCES: Aldershot and District Traction Co., Ltd., have ordered 15 A.E.C. Reliance chassis which will have 41-seater coach bodies fitted for work on express services.

INDIAN TIPPERS: Materials for the construction of new irrigation canals will be carried by 38 Leyland Comet tippers ordered from Ashok Leyland, Ltd., by the Director of Industries, Government of Gujarat.

MORE FOR SHEFFIELD: Sheffield United Tours, Ltd., have placed a repeat order for nine A.E.C. Reliance coach chassis which are intended to go into service next season.

AFRICAN SCARABS: Sierra Leone Government Railway has ordered a Scammell Scarab 6-ton tractive unit and six Scammell drop-frame semi-trailers which will be used on general haulage and delivery in Freetown.

ORDERED FOR TOURS: Duple 40-seater luxury bodies will be fitted to four A.E.C. Reliance chassis ordered for Leroy Tours of Tunbridge Wells for service on Continental tours next year.

MORE FOR CALCUTTA: A further 15 Leyland Tiger single-decker buses have been ordered by Calcutta State Transport Corporation.

SOUTH AFRICAN ORDER: A.E.C. orders from South Africa include 25 Mandator 8-ft. 1-in. wheelbase chassis which will have A.E.C. AV690 diesel engines.

SCAMMELL TANKERS: Two Scammell Highwayman tractive units with 2,400-gal.-tank semi-trailers have been ordered by Leonard J. Stamp, Ltd., of Bristol.

LEYLANDS FOR GLASGOW: Glasgow Transport Committee is to recommend the corporation to order 150 Leyland Atlantean rear-engined buses worth £445,350. A number of the 78-seater bodies which are to be fitted will be built by the corporation's own staff.

BUS BODY ORDERS: The B.E.T. Federation, Ltd., have ordered 55 single-decker bus bodies from Marshall Motor Bodies, Ltd., of Cambridge. The bodies will be fitted to A.E.C. and Leyland chassis for various B.E.T. undertakings and will incorporate riveted and welded lightweight metal structures. Marshall's have recently received orders for 40 heavy-duty metal bus bodies for various export markets.

WORLD-WIDE EXIDE

EMPHASIZING that the company had interests in many parts of the world, Mr. E. Powell, director of Chloride Batteries, Ltd., introduced their general managers from Australia, Canada, New Zealand, Singapore, India, Pakistan, South Africa, Denmark, Central Africa and Holland, when he welcomed the visitors at the banquet and ball given in connection with the Exide Service Agents 32nd Convention last week. Over 500 agents and other visitors attended.

BOLTON PROFIT UP

ACCOUNTS of Bolton transport department for the year ended March 31, last, show a surplus of £22,133, compared with £1,354 for the previous year. Revenue rose from £1,235,768 to £1,349,782, and expenditure from £1,102,293 to £1,167,147.

B4

Traffic Congestion Hits Newport's Revenue

THE Newport Corporation transport undertaking were experiencing such difficulties that their "sole means" of getting out of them was to increase fares, said Mr. Hubert Clifford Davies, the borough deputy treasurer, at a public inquiry before the South Wales Traffic Commissioners at Cardiff this week.

He said that without the increase it was estimated the undertaking would incur a deficit of £20,000 each year. Mr. Davies added that the council were so seriously concerned about the situation that they had contributed £26,000 towards meeting the accumulative deficit of £47,000. This was equivalent to a 4d. rate.

Mr. Francis John Barnes, representing Newport Transport, said that when the fares were revised in April last year it was estimated that additional revenue of £50,000 would be forthcoming. "In fact they brought in only £15,000," he said.

The proposed fares structure was estimated to bring in an additional £25,000 which would be used to offset the deficiency. Mr. Barnes added that chaotic traffic conditions in the town was one of the contributory factors for the increase in fares and that the number of passengers travelling on the corporation's

transport decreased between 3% to 4% every year.

"What was once a hoary joke has become a painful truism," he said. "People find it easier to get off $\frac{1}{2}$ of a mile from the town centre and walk rather than sharpen their nerves in traffic jams."

Mr. Idris Owen, chairman of the Traffic Commissioners, said that the number of passengers who used the corporation's transport last year was only 38½m. compared with 55½m. in 1950, and he asked: "Increased fares will not encourage more passengers, will they?"

Mr. George Trigg, chief assistant to the transport manager, replied: "Perhaps not. But it is the chaotic traffic conditions which are discouraging people. We are catering mainly for those people three or four miles away. People near the town centre prefer to walk because it is quicker."

The Traffic Commissioners granted the corporation's application but decided that the 3½d. fare should remain the same and not be increased to 4d. as proposed. Mr. Owen said: "We are as sorry to have to grant it as your people are to make it."

Fares for Cardiff Corporation buses travelling within the Newport borough boundaries will be revised to bring them in line with the granted increases.

R.A.C. House Opened

LORD MOUNTBATTEN, president of the Royal Automobile Club, formally opened R.A.C. House in Lansdowne Road, Croydon, on Monday. The imposing, new 12-storey office block will be used to accommodate some of the departments of the Club's Associate Section, which has been expanding steadily with all-time record recruitment in recent years.

Present at the ceremony were Mr. Wilfrid Andrews, chairman of the Royal Automobile Club, and Alderman Mrs. C. G. Kettle, J.P., the Mayor of Croydon.

New Five-minute Washing Plant

AMERICAN vehicle-washing equipment which can wash cars and light commercial vehicles in from 3 to 5 minutes has been installed at St. George's Garage, 250 Brompton Road, London, S.W.3. The system is known as the Chem-Therm, and the sole distributors for the United Kingdom and the Continent are Auto-Magic Five Minute Car Wash (Distributors), Ltd., of St. George's Garage.

Although intended primarily for cars, vehicles up to 7 ft. 1 in. high can pass through the equipment, and vehicles can

be washed, dried and cleaned inside at the rate of one every 15 seconds. The complete installation costs over £25,000, of which approximately 60 per cent. is for the Chem-Therm equipment itself. Cleaning prices vary from 12s. 6d. for single tickets to £6 for a book containing 12 tickets.



A Thames 5-cwt. van emerging from the washing unit.

Burnley, Colne and Nelson Bridge The Gap

FROM Sunday, June 25, several of the fares of stage carriage services operated by the Burnley, Colne and Nelson Joint Transport Committee, will be increased. It is estimated that the increases will bring in £54,000 additional revenue, and this will help to overcome the expense involved in recent wage claims by the staff. These proposals were put before the North Western Traffic Commissioners at Burnley last week by the Committee and their joint operators: Ribble Motor Services, Ltd., Keighley-West Yorkshire Services, Ltd., Todmorden Joint Omnibus Committee and Hebble Motor Services, Ltd.

Children Still Half Price

Mr. R. W. Gann, deputy town clerk of Burnley, giving details of the four categories of increase, said that if the application was successful single adult fares up to 5d. would rise by 3d., and fares of 6d. and over by 1d., children's fares still remaining at half the adult rate, plus fractions of a penny. On the Burnley-Colne limited-stop services, single fares of 7d. and over would rise by 1d. Buses which were hired by education authorities for the transport of schoolchildren were going to cost 12s. 6d., where previously the rate had been 10s.

Double Fare at Night

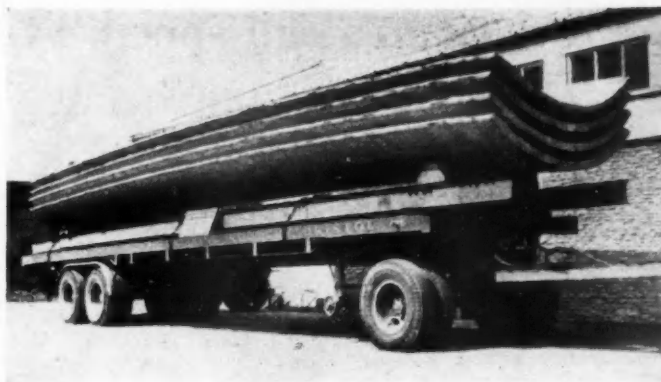
The last category applied to vehicles carrying passengers from late-night functions, where the charge would be double the ordinary fare, subject to a minimum of 1s. per passenger.

The main cause of the increases was wage awards, the introduction of the 42-hour week in 1960 and the addition of three days extra holiday after 10 years' service. All this had amounted to some £73,000 which included the substantial pay award early this year. The Committee had tried to overcome these set-backs by economic operation and had closed a depot at Nelson and installed an automatic washing machine at Burnley.

Fleet Renewal Soon

The treasurer of the Committee, Mr. A. Ashworth, pointed out that in the very near future there would have to be a systematic renewal of the fleet of buses. If the proposals were not granted, at the end of the present financial year, March 31, 1962, there would be a deficit of £17,256 which would rise to £29,670 in 1963 and in 1964 to £34,874.

Granting the application, the chairman, Mr. F. Williamson, said that some provision must be made for rolling stock which was getting old. He reserved his decision on the 4d. increase which was proposed for the Burnley-Colne stage of the Manchester to Skipton service operated by Ribble Motor Services.



This York 20-ton, TW2S platform semi-trailer carries A.T.A. Hyperbolic Shells—concrete sections 7 ft. 7 in. wide—which are laid side by side to make up a roof. The trailer is operated by S. Ball & Son (Transport), Ltd., of Chipping Sodbury, Bristol, an associate company of Harry Dando, Chipping Sodbury, York distributors.

Mr. Wright Thought His Application Was All Wrong

AN application by Mr. Charles Wright, of Penycae, was described as "a case of blackmail" at Wrexham last Monday, after the applicant had admitted to fear regarding the opposition of the local Council to his application. The North Western Traffic Commissioners were asked to renew Wright's existing licence and grant a modification for three additional services between Penycae and Wrexham, on Mondays, Wednesdays and Thursdays.

Col. Roberts, for the applicant, pointed out that Wright had been asked by the Wrexham Rural District Council to run the extra services so that there could be a half-hourly frequency. He had been

told that if he did not comply with their request, the Council would oppose the renewal of his licence.

In evidence Wright said he could produce no witness to state that he had had difficulties travelling from Penycae to Wrexham. He did not think there was any need for additional facilities.

The chairman, Mr. F. Williamson, said it was clear that Wright had applied for services which he did not really want, because of fear of the Wrexham Council's objection. If they thought more facilities were needed, witnesses would have to be brought to Court to prove this. The Commissioners granted the renewal without modification.

Micrograms . . .

Missing Links: There is no reason why the state of Britain's roads should continue to be tolerated, says the Roads Campaign Council, in the third of its "Missing Links" series.

Increased Production: Over 100 semi-trailers are now being produced each week by Scammell Lorries, Ltd., who recently boosted production of their 600 different types of semi-trailer by over 28 per cent.

S.O.S.: Coton Carriage Works, Ltd., Heath End Road, Nuneaton, say they are being inundated by transport representatives and ask us to point out that they are "not a transport company" but simply vehicle builders and repairers.

Alcan Industries, Ltd., formerly Northern Aluminium Co., Ltd., announce that as from July 1 their Luton sales office territory will take in Oxfordshire and the southern portions of Buckinghamshire and Essex hitherto covered by their London sales office.

New Premises: A site in Tickhill Road, Balby, Yorks, has been acquired by the Balby bus firm of S. M. Wilson and Sons, Ltd., of West Avenue, for the erection of a modern service station. Planning permission has been granted and the new premises, with a frontage of some 110 ft. and a depth of about 80 ft., will be built as soon as details have been settled.

B.E.T. Profit Up: Group net profit of the British Electric Traction Co., Ltd., for the year ended March 31, 1961, was £4,182,619, compared with £3,584,711 for the previous year.

New London Headquarters: Steel and Co., Ltd., the mobile crane manufacturing group, have moved from their various West End offices to Steel House, Eastcote, Pinner, Middlesex.

Change of name: County Motors (Hereford), Ltd., a member of the Steel Group of Companies, has changed its title to Steels (Hereford), Ltd. The address remains 56-59 Eign Street, Hereford.

Moved: The London office of Crofts (Engineers), Ltd., has been moved from 34 Norfolk Street, Strand, W.C.2, to new premises at 36-42 Tanner Street, Bermondsey, London, S.E.1 (telephone: HOP 7751/4).

Apprentice Executives: Leyland Motors, Ltd., are to introduce a commercial apprenticeship scheme to meet the need for highly trained executives in their organization. The company is inviting applications from prospective apprentices with certain minimum educational qualifications. Commercial apprentices will, after receiving intensive training in the commercial division, specialize in the type of work for which they are most suitable.

New American High-speed Tyre for Express Coaches

SPECIAL tyres have been developed by the Goodyear Tire and Rubber Co., U.S.A., for the latest express coaches being placed in service by the Greyhound Corporation. These coaches, which operate on through express services between New York City and Miami at sustained speeds of between 70 and 85 m.p.h., are equipped for the service of meals aboard, distributed by hostesses.

The new Goodyear tyres—which are made in the size 11.00-19-in. (14-ply) for this Goodyear application—were tested during the development stage on Goodyear's 500 m.p.h. dynamometer. The tyres are prestressed, this being done by inflating them to normal pressure as they come from the vulcanizer still hot, and then cooling them under stress. In this way it is claimed that heat build-up can be better withstood.

These special high-speed tyres have white walls to harmonize with the colour schemes of the vehicles, and their manufacturers claim them to be safer and longer wearing than any existing tyre—despite the rising speeds and power of new highway coaches.



Vauxhall's Development on Merseyside

PRELIMINARY work at the site of Vauxhall Motors' new factory at Hooton Park, Cheshire, is expected to start in July. The factory will be devoted to the production of major mechanical components for both cars and commercial vehicles. The assembly of Bedford trucks will continue at the Dunstable factory.

Mr. William Swallow, Vauxhall's chairman and managing director, said that when this new factory was in production

at Hooton Park, which was expected to be early in 1963, employment would rise progressively to a figure of about 4,000 people—almost all of them locally recruited—compared with the original estimate of 3,500.

The company's main expansion in future years will be concentrated at the Hooton Park site, and it is expected that this first phase of Vauxhall's development on Merseyside will be followed by further construction.

New Massey-Ferguson Industrial Tractors

FOUR new industrial tractors have been introduced by Massey-Ferguson, Coventry, two of which have a novel type of instant-reverse transmission, which incorporates a torque converter, a pair of hydraulically actuated multi-plate clutches to provide the forward/reverse control, and a two-speed compounded epicyclic transmission which gives four speeds in both forward and reverse.

Perkins three-cylindered diesel engines are employed and prices range from £880 to £1,150.

One-way in London

THE Minister of Transport is discussing with local authorities plans for one-way street working in three new areas of London—Fulham Road-Kings Road, the Southampton Row area and Victoria Park Road, Hackney.

Revealing this in the Commons last week, Mr. Marples added that five other schemes are in an advanced state of preparation, at Baker Street-Gloucester Place, Oxford Street-Wigmore Street, Earls Court Road-Warwick Road, Grays Inn Road-Farringdon Road and Sussex Gardens-Præd Street.

PLANNING FOR TRAFFIC

A SECOND Autumn convention is being organized by the Institution of Municipal Engineers at Central Hall, Westminster, on October 5. It will be concerned with "Planning for Traffic."

Four papers are to be presented and it is hoped to arrange an exhibition consisting of models and photographs of some of the latest engineering developments from this country and abroad relating to Planning for Traffic.

NEW TRANSPORT COMPANIES

William Round (Transport), Ltd. Cap. £20,000. Dirs.: A. Round and S. A. Round. Regent House, Greystone Passage, Dudley; W. H. Round, 3 Green Road, Dudley. Sec.: S. A. Round. Reg. office: Regent House, Greystone Passage, Dudley.

D. Ren and Co. (Jarrov), Ltd. Cap. £1,000. Dirs.: D. Ren, 38 Wood Terrace, Jarrov on Tyne; P. S. Ren, 16 York Avenue, Jarrov on Tyne. Sec.: P. S. Ren. Reg. office: 38 Wood Terrace, Jarrov on Tyne.

F. G. Garrod (Transport), Ltd. Cap. £10,000. Dirs.: F. G. Garrod and H. W. Garrod, Pelham Street, Newark, Notts. Sec.: F. M. Hemstock. Reg. office: Pelham Street, Newark, Notts.

G. Warburton, Ltd. Cap. £100. Dirs.: G. Warburton and E. Warburton, of "Wycol," Wood Lane, Moberley, Ches. Sec.: E. Warburton. Reg. office: "Wycol," Wood Lane, Moberley, Ches.

J. A. Parr (Transport), Ltd. Cap. £1,000. Dirs.: J. A. Parr, Burrows Farm, Spout Lane, Stanwell, Middx.; R. J. Bolton, Fairfield House, Staines, Middx. Sec.: M. A. Parr. Reg. office: Fairfield House, 7 Fairfield Avenue, Staines, Middx.

H. Falkingham, Ltd. Cap. £20,000. Dirs.: H. Falkingham, 56 Berklands Drive, Ings Road, Hull; I. Falkingham.

Warrington Haulage, Ltd. Cap. £1,000. Dirs.: D. K. Cooke and A. Cooke, Villa Farm, Warrington, Peterborough. Sec.: A. Cooke. Reg. office: Lloyds Bank Chambers, North Brink, Wisbech, Cambs.

Sayers and Shirley, Ltd. Cap. £100. Dirs.: E. W. Shirley, Heronsgate, Bowesdon Lane, Shore, Kent; J. W. C. Warner, 108 Springfield Gardens, Uxminster, Essex. Sec.: J. W. C. Warner. Reg. office: 2 Norfolk Street, London, W.C.2.

W. James (Haulage Contractors), Ltd. Cap. £2,000. Dirs.: W. James, 78 Normanville Avenue, Brinsworth, Rotherham; W. Cammole, 4 Brins-

worth Avenue, Whitehill, nr. Rotherham; S. R. Payne, 139 Clipstone Road West, Forest Town, Mansfield. Sec.: H. Hughes. Reg. office: 117 Bawtry Road, Brinsworth, nr. Rotherham.

Alex Fairley, Ltd. Cap. £100. Subs.: A. Fairley, 41 Althorne Gardens, London, E.18; L. Gregory, Glynn Gates, Fernhill Lane, Upshire, Essex.

F. A. Hawkins Transport, Ltd. Cap. £100. Subs.: H. P. Penardout, 21 Warnford Court, Throgmorton Street, London, E.C.2; L. Bailey, 11 Dowgate Close, Tonbridge.

Leggett's Transport, Ltd. Cap. £10,000. Dirs.: B. F. Leggett and E. Leggett, Plough Road, Woolpit, Suffolk; A. H. Leggett, 92 Steeles Road, Woolpit. Sec.: A. H. Leggett. Reg. office: Plough Road, Woolpit, Suffolk.

Horsham Transport, Ltd. Cap. £3,000. Subs.: J. R. Harben, 33 Withdean Crescent, Brighton, 9; E. J. Kimpton, 55 Old Shoreham Road, Brighton. Sec.: H. W. Rawlinson. Reg. office: Midland Bank Chambers, West Street, Horsham, Sussex.

Carter Cars and Commercials, Ltd. Cap. £100. Dirs.: J. Carter, 1 North Place, Lewes; Mrs. J. Carter, 52 Brunswick Street East, Hove; W. A. H. Allen, 41 Holland Road, Hove, 2. Sec.: W. A. H. Allen. Reg. office: 54 Ship Street, Brighton.

Joseph Pickavance, Ltd. Cap. £1,000. Subs.: J. Pickavance and B. Pickavance, 35 Consett Road, St. Helens. Sec.: P. H. Wilson, 46 Allys Lane, Ormskirk.

Woffendens (Carriers), Ltd. Cap. £100. Subs.: W. J. Reichmann, 10 Kingsdown Avenue, London, W.3; D. E. G. Wing, 126 Gt. Cambridge Road, London, N.17. Dirs.: F. Woffendens; E. W. Monaghan; I. Finucane. Sec.: D. E. G. Wing. Reg. office: 104 Robert Hall Street, Salford, 5.

Omnia Transporters, Ltd. Cap. £100. Dirs.: O. Lefort, 27 Highfield Road, Ckley, Kent, C. W. Banfield, 10 Brantwood Road, London, S.E.24.

Sec.: E. Lefort. Reg. office: 19 Bolton Street, London, W.1.

N.M.T. (Trading), Ltd. Cap. £100. Dirs.: P. Muscatt, 47 Queen Anne Street, London, W.1; E. Muscatt, 90 Ashford Court, Ashford Road, London, N.W.2. Sec.: E. Muscatt. Reg. office: 47 Queen Anne Street, London, W.1.

Dunstan Brothers, Ltd. Cap. £6,000. Dirs.: J. Dunstan, 91 Bedwellly Road, Cefn Forest, Blackwood; H. Dunstan, 82 Bedwellly Road, Cefn Forest, Blackwood; A. Dunstan, 3 Ty Ischa Road, Blackwood. Sec.: J. Dunstan. Reg. office: Gordon Garage, Gordon Road, Blackwood.

Goods Delivery Co., Ltd. Cap. £5,000. Dirs.: D. Tuckwood, 92 Willow Street, Leicester; E. Scholes, 95 Dunton Street, Leicester. Sec.: A. S. Thorpe. Reg. office: 25 Friar Lane, Leicester.

Humphrey Transport (Cromer), Ltd. Cap. £100. Dirs.: G. W. Humphrey; D. D. G. Humphrey and L. Humphrey, Wyndham Park, Cromer, Norfolk; A. J. Dent, "Fourways," Overstrand Road, Cromer. Sec.: A. J. Dent. Reg. office: Wyndham Park, Cromer, Norfolk.

J. R. Davies (Transport), Ltd. Cap. £100. Dirs.: J. R. Davies and T. Davies, 190 Seabank Road, Wallasey. Sec.: J. R. Davies. Reg. office: 190 Seabank Road, Wallasey.

Haultome, Ltd. Cap. £100. Subs.: S. H. Lucas and F. A. Dean, both of 6 Surrey Street, W.C.2. Reg. office: 6 Surrey Street, W.C.2.

Haultiff, Ltd. Cap. £100. Subs.: Stanley H. Lucas and Francis A. Dean, both of 6 Surrey Street, W.C.2. Sec.: S. H. Lucas. Reg. office: 6 Surrey Street, W.C.2.

Carters Removals, Ltd. Cap. £10,000. Dirs.: Thomas Hazlewood, 80 The Oval, Ellesmere Port, Ches.; Joseph C. H. Carter, 13 Pooltown Road, Whitby, Ellesmere Port; William B. Carter, 10 Stanley Lane, Ellesmere Port. Sec.: W. B. Carter. Reg. office: 80 The Oval, Ellesmere Port, Cheshire.

**LEADING
OPERATORS
CHOOSE**

A.E.C.

"A.E.C.'s play a vital part in our 10,000,000 miles a year programme."

says Mr. Tom Barton, Managing Director of Barton Transport Ltd.

"With stage carriage, express services, private hire, road cruises at home and abroad and general road haulage work we cover around ten million miles per annum," says Mr. Barton. "Today our fleet includes 80 A.E.C.'s including 59 single-deck 'Reliances'—and reliance is an apt word for every vehicle.

We are convinced that A.E.C. quality pays. We get absolute reliability—remarkably low running and maintenance costs—and it's a great comfort to know that not only in Britain, but in any country in which we operate, A.E.C. service is second to none."



A.E.C. LIMITED • SOUTHALL • MIDDLESEX

Firestone

SUPER MILEAGE LUG

THE DUAL-PURPOSE REAR-WHEEL

TRACTION TYRE with all
the features you're demanding

POWER BITE TRACTION

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the POWER BITE TRACTION of the Super Mileage Lug, this profit-draining problem is practically eliminated.

MORE SKID DEPTH

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

SUPER STRENGTH BODY

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

OUTPULLS AND OUTLASTS

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.



EXPERIENCE COUNTS



Firestone TYRES —
consistently good

Road Traffic Bill: "Little Hope"

From our Parliamentary Correspondent

PROTESTS at the likelihood that the Road Traffic Bill will not become law during this Parliamentary session were made when the Lords took their final look at the measure last week. Lord Silkin wondered if the same Bill could not be carried forward into another session in exactly the same form as it left the Lords.

"If we are to have another Bill introduced, and have to go through all its stages once more, as we have done with this one, I can see little likelihood of its going through even in another session, unless it is introduced at the earliest possible date," he warned.

But Government spokesmen—being careful not to admit that the Bill would be dropped—gave Lord Silkin little hope that his suggestion would be followed.

If the Commons did not deal with the Bill, the Government would be able to study further the criticisms already made, and introduce a new Bill based on that study, said Lord Chesham, Parliamentary Secretary to the Ministry of Transport.

Rhodesian Jeep Plant Projected

IT is reported by Barclays Bank, D.C.O., that discussions have been held regarding the possibility of the Willys organization setting up an assembly plant in Lusaka, Northern Rhodesia. No decision has been announced yet. Jeep models would be made there. A representative of the Ministry of Transport and Works has said that the Northern Rhodesian Government would be prepared to buy from the plant some 75 per cent. of its requirements in the particular field covered.

MULTI-FUEL LORRIES FOR U.S. ARMY

A CONTRACT worth almost £8m. has been placed by the U.S. Army with the Studebaker-Packard Corporation, South Bend, Indiana, for 3,995 2½-ton lorries. These will be the first vehicles to be powered by the American Army's new multi-fuel engine.

QUINTON HAZELL AND REMAX NEGOTIATIONS

QUINTON HAZELL, LTD., have now concluded negotiations to buy half the capital of Remax, Ltd., a subsidiary of Simms Motor and Electronics Corporation, Ltd. Simms are taking for cash 336,352 Quinton Hazell shares at 5s. a share.

EGYPT TO MAKE T.A.M. BUSES

UNDER a new Yugoslav-Egyptian agreement buses will be produced in the El Nasr factory at Cairo with technical assistance from the T.A.M. motor factory, Maribor. T.A.M. will also supply all equipment needed for manufacture of the buses.

Smoke Meters to be Tested Under Field Conditions

THE Ministry of Transport is to start making tests under "field conditions" shortly to see whether some satisfactory system of measuring diesel smoke can be evolved, so that the law about its emission can be enforced.

Announcing this last week, Lord Chesham, Parliamentary Secretary to the Ministry, said the tests would involve two types of meter, neither of which was fully effective at the present time. But certainly one was showing considerable promise—probably both were—and it was the Ministry's intention to see if they could be improved.

Lord Chesham had been asked by Lord Teynham, in the Upper House, whether he would now consider enforcing the prohibition of the emission of black smoke in a more rigorous manner.

"I cannot help feeling that if it became known that the Ministry of Transport

intended to enforce the law with regard to this matter, we should find that no false economies would be made by not providing adequate power to deal with excessive loads," commented Lord Teynham. "Transport operators generally would ensure that they had an adequate and practical maintenance programme for their fuel-injection equipment."

MORE BY ROAD

THE number of lorries in use in Canada during 1960 was a record 1,189,000—some 70,000 more than in the previous year. There has been an increasing use of vehicles on hire, as against ownership, and a trend towards large trailers with greater carrying capacity.

The railways have been giving hauliers tough competition by buying haulage businesses and integrating them into coast-to-coast services.



Kays (Derby), Ltd., recently supplied two A.E.C.-B.T.C. articulated outfits to Wm. H. Short, Baker Road, Newthorpe, Nottingham. The outfits have Mercury tractive units with fifth wheel couplings, and the semi-trailers are 15-ton units with 26-ft.-long bodies. The same concern has placed further orders with Kays for three A.E.C. Mercurys and four Mandators.

Municipal Contracts

Barking Council are recommended to accept the tender of Saville (Tractors), Ltd., of Staines Road, Feltham, Ashford, Middlesex, amounting to £2,861, for the supply of an International Drott Skid Shovel. The council have accepted the tender of Shaw and Kilburn, Ltd., amounting to £2,399, for the supply of a Bedford/Laure sweeper collector; of Barking Garage and Engineering Co., Ltd., of Barking, for (a) the supply of two Ford 3-ton low-loading refuse vehicles, for the sum of £2,031; and (b) the supply of an Austin 30-cwt. van, for the sum of £725; and of Ray Powell, Ltd., of Ilford, for (a) the supply of a Karrier dual-skip refuse collection vehicle, for the sum of £2,646; and (b) the supply of a Karrier Yorkshire combined fully-cesspool emptier vehicle, for the sum of £2,612.

Risca U.D.C., Mon., have accepted the tender of Dennis Bros., Ltd., of Guildford, amounting to £2,860, for the supply of a Dennis Tippet 20-cu.-yd. refuse collector with a Perkins P.6 diesel engine and a Corten steel body.

Stoke-on-Trent Council are recommended to accept the following tenders: T. Byatt, Ltd., of Fenton, Stoke-on-Trent, amounting to £930, for the supply of a Bedford 35-cwt. van; Staffordshire Farmers, Ltd., of Cannock, for the supply of a David Brown tractor, for the sum of £802; and North Stafford Motors, Ltd., of Tunstall, Stoke-on-Trent, amounting to £1,100, for the supply of a Bedford 5-ton tipping lorry.

Wisbech Corporation have accepted the tender of Cambridgeshire Motors, Ltd., of Cambridge, for the supply of a diesel-engined tractor, for the sum

of £646, less an allowance of £121 for an old tractor; and the tender of Thomas Green and Son, Ltd., of Leeds, for the supply of a 27/30-cwt. Roller, for the sum of £1,068, less an allowance of £70 for an old roller.

Worcester Council are recommended to accept the tender of Worcester Motors, Ltd., of Brook Street, Worcester, for the supply of a Bedford 3-ton tipping lorry, for the sum of £926. The Education Committee have placed a contract with Burgess Motors Ltd., for the supply of three Ferguson tractors and a winch, for the sum of £1,626; and a contract has been placed with Burton and Cole, Ltd., for the supply of a 3-ton lorry, for the sum of £841.

St. Marylebone Council Cleansing Committee recommend acceptance of the tender of Rootes, Ltd., for the supply and delivery of two Gibson compression body refuse container vehicles, on Karrier chassis, for the sum of £6,850.

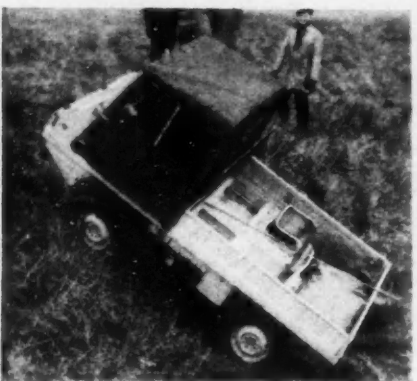
Bootle Corporation Watch Committee have accepted the tender of W. Watson and Co. (Liverpool), Ltd., for the supply and delivery of a new Morris LD4 1-ton van; and they recommend acceptance of the tender of Ryders Autoservice, of Bootle, amounting to £532, for a new Austin ½-ton van. The Parks and Baths Committee are to invite tenders for the supply of a Ransome Certes 18-in. motor mower and two mounted triple gang mowers, at a total estimate cost of £387. The Fire Brigade Committee have accepted a quotation of Dennis Bros., Ltd., amounting to £4,450, for the supply of a Dennis F.28 Type Fire Appliance.

SOME HORSE A HAFLINGER!

Unique Austrian Light 4 x 4 to be Imported into Great Britain at Below £700. Remarkable Cross-country Performance Revealed on Road Test, with Ability to Operate on Slopes of 40° Severity: Air-cooled Engine Gives Cold-weather Immunity



The four pictures on the left give some impression of the type of ground over which the laden Haflinger was driven during the cross-country performance trials. Slopes of up to 40° severity were climbed, descended and traversed, and because of the positive drive to all four wheels good traction was maintained on all inclines. Below, the Haflinger is seen at speed travelling along a stream, the depth of which exceeded 18 in. in parts.



THE Austrian word Haflinger describes a type of powerful horse bred for work in mountainous districts. Of late, however, the name has been adopted by Steyr-Daimler-Puch A.G. for a novel lightweight 4 x 4 machine which was originally developed for the Austrian Army. The manufacturers of this vehicle were obviously being modest with their choice of name: I doubt very much whether any horse could carry two men and a 4-cwt. payload over the sort of terrain which the mechanical version can.

Yet, despite its diminutive dimensions and engine size, the Steyr-Puch Haflinger can carry the load already mentioned up, down and across slopes of 40° severity, through more than 18 in. of water, across ground so slippery that a man cannot gain a footing, and through "solid" ground so wet as to leave a wake behind the vehicle, whilst, at the same time, being light enough to enable the vehicle to be bodily lifted in the unlikely event of it becoming hopelessly bogged down.

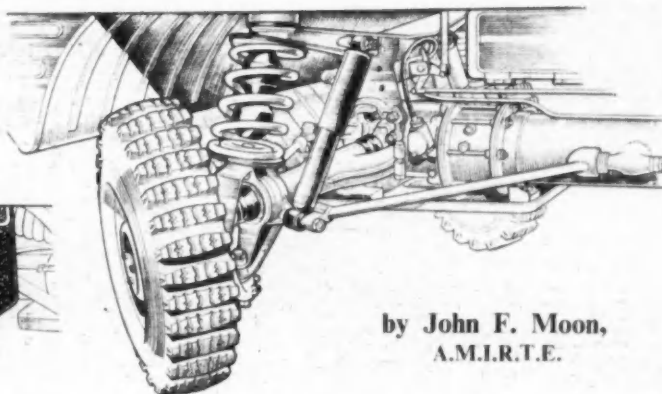
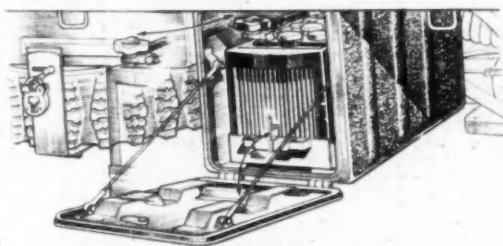
The Haflinger's low weight affords an unusual safety margin also in that it can be completely turned over without either the vehicle itself or its occupants sustaining noticeable damage, after which manoeuvre it may be easily returned to its four wheels by said occupants.

In other words, the Steyr-Puch Haflinger has a cross-country performance considerably better than any other vehicle of similar type as yet tested by *The Commercial Motor*, whilst being compact and manoeuvrable.

Couple this with a governed maximum speed of just over 40 m.p.h. (which can be exceeded by



(Right) This drawing shows the near-side front suspension and swing-axle layout. The special tread pattern of the Semperit tyres will be noted. (Below) The battery can be drawn out onto its box lid for easy servicing. Provision is made for padlocks on the tool-kit and battery boxes and on the spare-wheel carrier.



by John F. Moon,
A.M.I.R.T.E.

5 m.p.h. or so on level stretches) and an unladen fuel-consumption rate of 45.5 m.p.g., and it is easy to understand why this design has been adopted in considerable numbers by several European armies, in addition to having proved a popular machine in such civilian fields as farming, forestry, fire-fighting, surveying and civil-engineering work.

The Haflinger was introduced to the public at the Frankfurt Motor Show in 1959, and was briefly described in the September 25, 1959, issue of *The Commercial Motor* dealing with that exhibition. At that time there was no question of the vehicle being available in Great Britain, but since then Ryders Autoservice, 215/217 Knowsley Road, Bootle, Liverpool, 20, who have for some years been concessionaires for Puch mo-peds, scooters and motorcycles, have undertaken to import the Haflinger, the British price of which has been fixed at £697 10s., including import duty. All versions are to be handled by Ryders', including a "de luxe" model with plastics cab.

In my opinion the Haflinger is well worth this amount for people who seriously need a true lightweight cross-country vehicle, and who are more concerned with its off-the-road performance than its use as a town carriage. The value-for-money aspect is particularly enhanced by knowledge that the Haflinger was designed and developed essentially as a military machine, therefore "expense is no object" and "results regardless of cost" were the watchwords of the designers rather than adhering to the principle of building down to a price.

The specification of the Haflinger is so technically interesting that it could not be fully described in a mere four pages: visual inspection of the vehicle itself and the manufacturer's literature reveal all the subtle novelties of the design. Briefly, however, the Haflinger is based on a "backbone" chassis frame consisting of a single tube, on the rear end of which is carried the engine-gearbox assembly and the rear-wheel drive and suspension units, whilst the front-wheel transmission and suspension are mounted on the forward end of the tube.

The engine is a flat-twin air-cooled four-stroke unit with a swept volume of 643 c.c., and a net (DIN) power output of 22 b.h.p. at 4,500 r.p.m., the peak torque output of 29 lb.-ft. occurring at 2,500 r.p.m. This power unit is a well-trying assembly, being employed in the Steyr-Puch 500 private cars also, and cooling is provided by a ducted fan driven from the crankshaft by twin V belts.

Engine speed is controlled by a belt-driven governor when the unit is used in the Haflinger, although on the private cars no such governor is fitted. Thus, governed, the road speed is restricted to between 33 and 40 m.p.h., according to the final-drive gearing, although in the case

of the test vehicle it was found that the governor could be over-ridden by at least 10 per cent.

In unit with the engine is a four-speed all-synchromesh gearbox, none of the ratios of which are direct, and this box incorporates the spiral bevel reduction gearing (4.22 to 1) to the rear wheels. The rear end of the output shaft carries the rear-wheel-drive pinion, whilst the front end of the shaft connects with the front-wheel-drive shaft which runs through the tubular "spine." At the forward end of this shaft there is a dog clutch by which engagement of the drive to the front wheels can be effected by the driver.

Swing axle layouts are used at front and rear of the chassis assembly, the drive shafts being enclosed within tubular members which carry spur-gear secondary reduction trains at their outer ends. There is a choice of three ratios for these trains—2.38, 2.72 or 3.0 to 1—and this choice decides maximum speed and hill-climbing capability. The test vehicle had 2.72-to-1 gearing.

The suspension at front and rear consists of coil springs supplemented by hollow rubber auxiliary springs, the combined system being controlled by telescopic dampers. This layout permits independent vertical wheel travel of 8 in.

Independent suspension of all wheels is not, however, the complete clue to the success of the Haflinger as a cross-country machine. Where it differs from normal design concepts for this type of vehicle is that both the front and rear differentials can be locked by the driver at will, whilst in any case engagement of front-wheel-drive locks the drive between the front and rear pairs of wheels.

Thus, with all three locks engaged there is positive drive to all four wheels so that even if one front wheel and one rear wheel were inclined to spin, each of the other wheels will still give positive traction. I believe this to be the only vehicle of its size with this form of drive, and it obviously accounts for the mountain-goat surefootedness.

In most other respects the Haflinger's specification is fairly normal. Hydraulically operated leading-and-trailing-shoe brakes are employed at all four wheels, the hand-brake lever acting mechanically on the rear wheels only, whilst conventional Z.F.-Gemmer worm and roller steering takes effect on the front wheels. The Haflinger is available only as a forward-control design, with left- or right-hand drive, and all the 700 AP models have a passenger seat alongside the driver's seat, plus two folding seats behind the driving compartment which when stowed away form a continuation of the payload platform.

The basic Haflinger has no cab or body sides, although a folding windscreen is provided. The next step is the type as tested, which has a canvas cab and doors, together with shallow fixed body sides, whilst there is a personnel-carrier version which has an all-enveloping canvas body and four

ROAD TEST No. 712/M171—STEYR-PUCH HAFLINGER 6-CWT. 4 x 4

MODEL: Steyr-Puch Haflinger 700 AP 4-ft. 10-in. wheelbase 6.7 cwt. 4 x 4, with canvas cab and fixed-side body.

WEIGHTS:

	cwt.	qr.
Unladen (kerb weight)	12	2
Payload	3	3
Driver, observer, etc.	3	1
	19	2

DISTRIBUTION

Front wheels	10	2
Rear Wheels	9	0

ENGINE: Steyr-Puch air-cooled twin-cylindered horizontally opposed o.h.v. petrol engine; bore 80 mm. (3.15 in.); stroke 84 mm. (2.52 in.); piston-swept volume 0.643 litres (39.23 cu. in.); maximum net (DIN) output 22 b.h.p. at 4,500 r.p.m.; R.A.C. rating 8 h.p.; maximum torque 29 lb.-ft. at 2,500 r.p.m.

TRANSMISSION: Through Fichtel and Sachs 6.3-in.-diameter single-dry-plate clutch to four-speed synchromesh gearbox, thence direct to spiral-bevel lockable differential and via half-shafts to the spur reduction gears at the rear wheels, and by one-piece propeller shaft and dog clutch to spiral-bevel lockable differential and via half-shafts to the spur reduction gears at the front wheels.

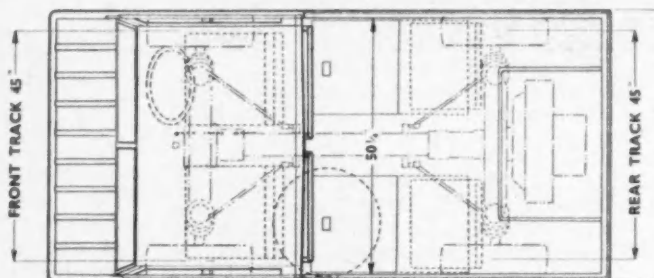
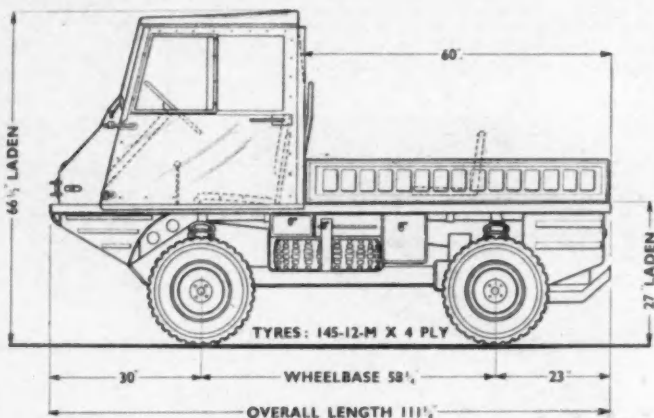
GEAR RATIOS: 3.73, 2.18, 1.21, and 0.71 to 1 forward; reverse 3.55 to 1; axle ratio 11.39 to 1.

BRAKES: Toves hydraulic system, with leading- and trailing-shoe units at all wheels. Single-pull hand brake linked mechanically to rear wheels only. Diameter of drums, front 7.95 in., rear, 7.95 in.; width of linings, front, 1.57 in., rear, 1.57 in.; total frictional area, 100.5 sq. in. that is 102 sq. in. per ton gross weight as tested.

FRAME: Central tubular "backbone" with two cross-members forming suspension and body-mounting points.

STEERING: Z.F.-Gemmer worm and roller; 3½ turns from lock to lock.

SUSPENSION: Independent at all wheels, with swing half axles, coil springs and rubber auxiliary springs. Telescopic dampers at all wheels.



ELECTRICAL: 12v. compensated-voltage-control system with 42-amp.-hr. battery.

FUEL CONSUMPTION: (a) laden, 25.5 m.p.g. at 28.0 m.p.h. average speed; (b) unladen, 45.5 m.p.g. at 29.2 m.p.h. average speed, that is 24.9 gross ton-m.p.g. as tested (a), giving a time-load-mileage factor of 697.

TANK CAPACITY: 6.6 gal., laden range on road approximately 165 miles.

ACCELERATION: (a) laden, through gears, 0-20 m.p.h., 5.0 sec.; 0-30 m.p.h., 12.75 sec.; top gear, 10-20 m.p.h., 8.6 sec.; 10-30 m.p.h., 15.3 sec. (b) unladen, through gears, 0-20 m.p.h., 5.0 sec.; 0-30 m.p.h., 11.0 sec.; top gear, 10-20 m.p.h., 5.0 sec.; 10-30 m.p.h., 11.0 sec.

BRAKING: From 20 m.p.h., 18.0 ft. (23.9 ft. per sec. per sec.); from 30 m.p.h., 38.5 ft. (25.2 ft. per sec. per sec.).

WEIGHT RATIO: 1.13 b.h.p. per cwt. gross weight as tested.

FORWARD VISIBILITY: To within 7.75 ft. of front panel at ground level on centre line.

TURNING CIRCLES: 23.75 ft. left lock, 24.0 ft. right lock. Swept circles: 26.75 ft. left lock, 27.0 ft. right lock.

MAKERS: Steyr-Daimler-Puch, A.G., Graz, Austria.

CONCESSIONAIRES: Ryders Autoservice, 215/217 Knowsley Road, Bootle, Liverpool, 20.

doors. There is a fourth version known as the 700 APL which, instead of a right-hand rear seat, has a power take-off point from which may be driven a winch, compressor, welding set and so forth.

In all cases attention to detail is particularly good with respect to such things as the provision of lockable stowages for the spare wheel, 4½-gal. Jerrycan and the comprehensive tool kit. An unfortunate minor point, however, is that some of the small metal fittings and bolts are not protected against corrosion, which seems a regrettable omission in a vehicle of this type which, even if only because of its air-cooled engine, simply asks to be left outside in all weathers.

Before making the cross-country tests the Haflinger, which was carrying a test load of 3½ cwt. to bring its gross weight to 19½ cwt. with driver, passenger and test equipment aboard, was put through its paces on the road.

When making the brake-test stops pronounced front-end dipping was experienced, resulting in the Tapley meter giving readings of 100 per cent. efficiency—figures which were not backed up by the actual measured stopping

distances. Hand-brake efficiency was high as recorded by the meter, stops from 20 m.p.h. producing an average figure of 38.5 per cent. in normal trim and 75 per cent. with the front-wheel-drive engaged.

Hardly any loss of braking efficiency through fade was detected when the Haflinger was coasted down a ¼-mile steep hill. When descending normal main-road hills use of the brakes is by no means always necessary, transmission resistance and engine braking being sufficient to keep the speed down unaided.

The low overall gearing responsible for this effect contributed towards making the Haflinger speedy up hills, and even on an ascent with an average gradient of 1-in-10! the road speed did not fall below 20 m.p.h. The lowest gear employed was third.

For the off-the-road trials the Haflinger was taken to a deserted, mountainous area in central Wales, and the accompanying photographs give an indication of what the vehicle was subjected to.

The manufacturers claim a hill-climbing ability of 1-in-



(Left) Full forward control keeps the overall length down and gives good forward vision. The high door-sill line restricts cab access a little. (Below) Traps above and behind the power unit simplify servicing.



1.85 on dry ground for the version of the Haflinger that I tested: we exceeded this by a comfortable margin, ascending some short slopes of approximately 40°, which is equivalent to 1 in 1.2. In addition to being able to go up and down such gradients, and stop on them in safety, it was also proved that the Haflinger could go across them without much fear of the vehicle toppling over, providing forward motion is continuous.

The particularly low centre of gravity of the Haflinger is a great help when traversing slopes, but the low engine position led me to wonder how the unprotected ignition system would fare in water at least 18 in. deep. The Haflinger was taken along a fast-flowing, boulder-strewn stream of at least this depth, both backwards and forwards, and to my astonishment the engine never faltered once, although, on the debit side, braking efficiency seemed to be permanently reduced after about 15 minutes' submersion.

On the one occasion that the Haflinger did become bogged down—in some black, treacherous mud bordering a tiny stream—the front of the vehicle was bodily lifted up by three of us until one wheel rested on firm ground, whereupon the Haflinger could be extracted under its own power. Ground clearance was sufficient to enable obstacles 1-ft. high to be cleared, whilst when "jumped" off the ground the 4 x 4 regained its feet in a most gentle manner.

Both on and off the road the vehicle handled very well and was in no way tiring to drive. The gearbox synchromesh was found to be very effective and the use of this mechanism on bottom gear also is valuable when crossing rough ground.

Maintenance, particularly of the engine, is easy to carry out. The hinged flap at the rear can be opened in two seconds, whereupon the engine oil level takes 17.5 seconds to check and the air-filter level 22 seconds. I cleaned the bowl of the petrol filter in 57 seconds. Further access to the engine is given by a cowl above the unit, which can be opened and propped up in eight seconds.

To gain complete access to the engine it is then necessary to remove the air-cooling cowl and the air-filter duct, operations taking 17 seconds all told, whilst replacement takes 47 seconds. With the cowl off I removed one of the sparking plugs in 23 seconds and replaced it in 28. The contact-breaker points gap can be set with the cowl in

position, and this operation took me 2 minutes 26 seconds.

Transmission oil-level checks all have to be done from beneath the vehicle. The gearbox and rear-differential level took 53 seconds to check and the front-differential 60 seconds. The oil level in each of the four spur-gear housings took approximately 45 seconds to check. The brake-fluid reservoir is in the cab and its level can be tested in 15 seconds, whilst another job in the same area is that of checking the steering-box oil level—

25 seconds. The box is above the level of the toe board, so is simple to reach.

All six fuses are housed behind a removable panel ahead of the steering column, and a fuse change took me only 17 seconds. The six-cell battery is housed in a sealed box beneath the left of the body floor, and the lid for this box hinges downwards to form a platform on to which the battery can be pulled out for attention, an arrangement which enabled me to check the cell levels in 45 seconds.

Following this I adjusted the brakes in a total time of five minutes, including jacking up each wheel, and as a final task I swapped the near-side rear and spare wheels in a total time of 2½ minutes.

The Steyr-Puch Haflinger is an altogether unusual and fascinating vehicle, the many virtues of which become increasingly apparent as acquaintance with the machine grows. Although unconventional, the design is entirely practicable and I doubt if it has any true equivalent anywhere in the world in the civilian field. Its successful performance undoubtedly hinges upon its small size—diminutiveness which gives no indication at first sight of the vehicle's true capacity for hard work.



Inverted by striking a boulder at speed, the Haflinger was light enough to be righted by two men. The engine started immediately after this, and no serious damage was occasioned to either vehicle or occupants.

Electronic Vehicle Control is a Reality

Application of Electronic Control to the Farm Tractor and the Works Truck Prove the Potentialities of Automatic Movement of Goods

By P. A. C. Brockington,
A.M.I.Mech.E.



ELECTRONIC control of driverless works trucks is now a reality, and automatic control has been applied to the farm tractor to provide guidance of a vehicle on farm premises. Whereas the trucks are of the battery-electric type, the tractor is driven by a diesel engine. A form of automatic tractor control is planned which will enable such a unit to be used for normal work in the field without a driver.

These successful applications of electronic control to farm tractors and industrial trucks may be indicative of developments in the fairly near future of far-reaching importance to the road-vehicle industry.

Many years ago it was forecast by electronic engineers that a road network would eventually be established that would provide automatic control of vehicles running at high speeds over long distances which would enable the driver to relinquish control, or the vehicle to be guided to a terminal, without a driver.

It is not necessary, however, to take



Electronic control has been applied to an International B-250 farm tractor by the Farm Mechanization Department of Reading University. Guided by a cable the tractor (above) can be operated without a driver on farm premises to follow normal carting routes and to run a shuttle service between field and plant. (Left) The system was proved practicable before its application on a tractor by means of this model. Mr. V. M. Owen, of the Electrical Research Association, seen here is the designer.

this long-term view to appreciate the more immediate scope of electronic control in the organization of internal vehicle movements in warehouses and depots and, of possibly greater interest, the control of electronically operated tugs for movements of vehicle trailers and so on at termini. It is significant that, compared with the guidance of a tractor engaged in field operations, the automatic control of vehicles in a depot would be relatively simple.

Introduced last year by British Railways at Wolverhampton, Herbert Street Goods Station, a pilot scheme has been successfully operated whereby a number of Robotugs, supplied by E.M.I. Electronics, Ltd., are automatically controlled to perform a series of movements in the railsheds. This affords a considerable reduction in the manpower required and many operational advantages.

A total of five Robotugs is employed and the vehicles are guided by cables, laid $\frac{1}{2}$ in. below ground surface, which are energized by an alternating current of $\frac{1}{16}$ of an amp. of specified frequency, each section comprising a single cable. The magnetic field created by the current induces a voltage in two sensing coils located under the tug, and this is amplified by a two-stage transistor unit. A reversible motor is connected to the steering linkage, and if the tug deviates from the course the voltage in one of the coils is increased, which causes the motor to actuate the steering in the appropriate direction to provide the necessary corrective. In the event of current failure or break-away of the tug the brakes are automatically applied. A spring-loaded safety bumper on the front of the vehicle is fitted with a micro-switch, which opens the traction motor circuit if the tug encounters an obstruction, and the vehicle is brought to rest. Operating speed of the tug is 2 m.p.h.

Tug movements are controlled by a series of switches, connected to an electronic programming unit, actuation of which selects the route to be taken and the stopping points.

In a typical operation the tug is reversed into position in front of a number of loaded trolleys and automatically coupled to the leading trolley

with the aid of switches on a terminal post and on the vehicle. A starter button on the tug is used to switch in the programming circuit, and the vehicle automatically proceeds in sequence to various points in the shed. The tug automatically stops at each point and is restarted by operation of the starter button.

When the vehicle reaches the end of its route, actuation of a "homing switch" dispatches the vehicle back to the loading point. If the vehicle is required to operate outside the cable system it can be equipped with a manual lever for driver or pedestrian control.

A new type of automatic block system is in use whereby any number of vehicle trains can operate over a common network of routes. This system ensures that there is always an empty space between each train, and the form of programming control fitted to the vehicles enables an operator to select its destination at any point in the system.

An electronically controlled tractor evolved by the Farm Mechanization Department of the University of Reading, in conjunction with the Electrical Research Association Field Station, can find its own way around a farmstead or be guided to a particular field. It can operate on regular carting routes or, for example, on runs between a tanker combine and the grain receiving pit. A cable system is employed similar to the Robotug type, the sensing coils of the tractor being in circuit with a balance relay which controls

solenoid-operated hydraulic valves. A conventional hydraulic steering booster is used, and oil is supplied to a double-acting ram in accordance with any correction of the steering required by deviation from course.

Electrical and hydraulic circuits can also be employed to provide an emergency braking system to operate the hydraulic lift or to engage the power-take-off shaft. If necessary, signals can be transmitted along the wire to stop the tractor, or to raise a mounted implement, without affecting the steering system.

When the control has been switched off, the tractor can be driven in the normal way. The cable system can be used for telephone communications at very little extra cost.

In the opinion of Mr. K. E. Morgan, University of Reading Farm Mechanization Department, the guidance of tractors under programme control during field operation could best be provided by three infra-red-ray transmitters on the field boundary which would swivel in unison, and the tractor would follow the point of interception of the three beams. The self-navigating control unit would be employed in place of the cable control system as soon as the tractor entered the field.

The more complicated operations envisaged in this project show the potential of electronic control for road vehicles on site work. At a recent meeting of the Institution of Agricultural Engineers, West Midlands branch, in Birmingham, Mr. Morgan read a paper on the "Electronic Control of

Agricultural Machinery," and in answer to a question during the discussion said that large variations of load on the tractor could be accommodated automatically, given that the vehicle were equipped with a hydrostatic infinitely variable drive or the equivalent.

Reverting to the cable system, this could undoubtedly be applied to the movement of vehicle trailers (equipped with an electronic power trolley) in such a way that, once the vehicle was positioned in an appropriate parking area, all internal movements could be controlled by a switchboard operator from a central office, who would not necessarily have sight of the vehicles.

Although leader cables are normally laid below the surface of the ground, they can be located above ground for temporary operations. Because the signal between the cable and the vehicle sensing units is the function of a magnetic field, a film of mud or layer of grit on the cable does not affect the sensitivity of the system. It would not seem far-fetched, therefore, to consider the possibility of tipping vehicles being operated automatically on short runs between loader and tipping area on an excavating site.

According to the Radio Corporation of America, it is possible to conceive automatic freight roads, onto which loaded trucks from a marshalling yard would be guided automatically and eventually directed to their destination by a programming system.

It is also stated that it is feasible to design an almost completely automatic warehouse with provision for collecting material from storage and for loading on road vehicles by the application of electronic control.

R.C.A. also emphasize that there is a number of uses of an electronic detection system which could be immediately applied to trunk and secondary roads. At intersections controlled by traffic lights, detectors could be employed to measure traffic flow along each lane and to regulate the lights so that the green periods were proportional to flow. Other applications suggested by R.C.A. include the installation of detectors on brows of hills, and on curves, which would signal the approach of another vehicle by means of warning lights. It is pertinent that engineers of the New York Port Authority are applying R.C.A. detectors for experiments in traffic control in the Lincoln and Holland tunnels.

R.C.A.-type vehicle guidance loops and leader cables and R.C.A. detector units are installed at the Road Research Laboratory test track at Crowthorne



Supplied by E.M.I. Electronics, Ltd., Robotug cable-control battery electric trucks are being employed by British Railways at Wolverhampton Herbert Street Goods Station. Movement of the tugs is programme controlled, and they stop automatically at pre-determined points on the selected routes.

Significant Licensing Cases

By Norman H. Tilsley

One Offence—Two Convictions

NOW that the Dent "serial" is almost at an end (there is still a part-heard prosecution against the company to be completed in the Spennymoor magistrates' court), the time would appear to be ripe to ask, once again, whether it is proper and just for a haulage contractor to be tried and convicted of the same offence twice. This happened to Dents Transport (Spennymoor), Ltd., of Tudhoe Colliery, Co. Durham—or so Mr. T. H. Campbell Wardlaw, the company's solicitor, alleged—at Darlington magistrates' court last month when the company, having had their licence revoked, were convicted of offences which had been taken into consideration by the Northern Licensing Authority, Mr. J. A. T. Hanlon, in deciding to revoke their licence.

What has happened to Dents is common knowledge among the majority of hauliers. They applied for additional facilities some two years ago. After several adjournments Mr. Hanlon, who more or less accused them of constantly switching and "promoting" vehicles so as to gain increases in weight, refused their application.

From then onwards Dents have had numerous prosecutions and prohibitions recorded against them, which culminated in the revocation inquiry, wherein Mr. Hanlon accused them of (and took into consideration) some 35 offences relating to drivers' records and vehicle maintenance since the formation of the company in 1955, and also 24 prohibition notices.

Prior to that inquiry, Mr. Hanlon gave notice that he would investigate three further breaches of licence conditions involving the use of a vehicle in August, September and October, 1960. Having satisfied himself, after hearing evidence, that the allegations were true, Mr. Hanlon proceeded to take these three specific breaches into account in coming to his decision to revoke.

Since this decision (which the Tribunal, in their written judgment, say was "too harsh") there has been much activity between London and the Northern area. Mr. Wardlaw appeared before the Tribunal, in chambers, to stay the decision, and was successful. Mr. Hanlon attempted to counter this by sending an affidavit to the Tribunal; but no action was taken. The appeal was then hurried forward and resulted in the reinstating of the vehicles with certain nominal suspensions.

The company has since appeared before the magistrates in Spennymoor and Darlington, to answer further charges brought on behalf of the Northern Licensing Authority.

It is at Darlington where the interest lies, because here the company were charged with the very same offences that Mr. Hanlon inquired into and took into consideration, during the revocation inquiry. Mr. Wardlaw, before pleading guilty—he had no option, in view of the evidence given to the L.A.—submitted to the magistrates that the matters raised in the information were *res judicata* and the magistrates had no jurisdiction to deal with the charges.

B16

Objecting To What?

THE Metropolitan Licensing Authority, Mr. D. I. R. Muir, remained silent when a plea was made to him, by Mr. C. R. Beddington, about the inadequate way objectors complete their notices of objection. This happened at the commencement of an application by H.M.W. Transport, Ltd., when over 50 independent hauliers objected.

"It would help," said Mr. Beddington, "if you would point out to objectors—and to those who represent objectors—if, in their notices of objection, they really say what they are objecting about."

If there was any particular point, would they please indicate it, he requested.

Mr. Beddington complained that a good many of the objections he had were just formal notices, without giving any indication of the services of the objector, how many vehicles they had and on what licences, or how they were affected by the application.

He continued: "If you look at some of these notices, you would be surprised by the appearance of operators who specialize in carrying building materials, agricultural produce and other commodities, which seem to have little relation to furniture vans." (H.M.W. were applying to carry new furniture.)

Not only had Mr. Hanlon dealt with the matter but the Tribunal had heard the appeal and pronounced their judgment, and Mr. Wardlaw stressed that it was important that the court should be aware of the facts, that whereas the Licensing Authority was purely an administrative official, the Transport Tribunal was a Court of Law; in fact, not only a Court of Law but a Court of Record. After hearing Mr. B. G. Montgomery, who had prosecuted Dents on behalf of the L.A. right the way through, say that this was not so under the Magistrates' Courts Act, the magistrates overruled Mr. Wardlaw and proceeded to hear the case.

Mr. Wardlaw, I understand, is considering whether or not to put his legal opinion to the test by appealing to the High Court. It is certainly worth a try because, as things stand at present, it does seem that the haulage contractor can be punished doubly for the one offence which, using words so often quoted in the courts, would be a travesty of British justice.

Drivers Who Break the Law

AN application by A. Fletcher and Co., Ltd., of Ibstock, Leicester, heard by the East Midlands Licensing Authority last month, revives once more the vexed problem of the automatic prosecution of hauliers whose drivers are found to be breaking the law with respect to the keeping of records.

In the case of Fletcher's, it was stated during the hearing that between June, 1959, and February, 1960, the concern had been fined a total of £245 for such offences. It was said, on their behalf by Mr. A. C. G. Rothera, presumably in mitigation, that very great endeavours were being made to ensure that there was no repetition. "We are devising entirely new schedules to allow such a margin of time that if these offences are committed again by our drivers, we should be able to prove that it was entirely their fault."

This perhaps, will give the Authority and the company some satisfaction, but it will not prevent their automatic prosecution in the future if their drivers err; nor will it prevent them from being convicted the moment the driver concerned pleads "guilty."

It is common practice for drivers to take their vehicles home with them at night and to set off early the following morning. Yet, if a discrepancy is discovered and the driver admits a wrong entry, his employer is convicted. How can it be possible for the employer to exercise control over drivers who may not even start off in the morning from their depot?

The law, which embarrasses even the advocates who are prosecuting, is harsh and should surely be changed.

Mr. Hodgson's Dangerous Afterthought

NO one can dispute that the Conway grant is a novel one. What exactly does it amount to? It means that Conway Sand and Gravel, Ltd., of Rushden, have been granted a B licence to operate 30 vehicles of no greater unladen weight than 4 tons each, with a normal user enabling them to carry "excavated road making and

building materials suitable for haulage only by tipping vehicles to and from sites of motorways, new or diverted main roads, power stations and building sites within 150 miles of Rushden."

Already the company were operating a total of 21 vehicles—12 in the West Midlands traffic area, and nine in the North Western area—and Mr. C. R. Hodgson, the East Midlands Licensing Authority, ordered these to be surrendered. So the grant is in respect of an additional nine vehicles only but with an extremely wide and, in one respect, loose set of conditions. The radius in itself, despite the fact that it was cut from the 250 miles as prayed, is a good one. It covers many of the areas where vast construction works are going on.

The only danger—with a capital "D"—is the last named commodity in the conditions, which seems to have been put in as an afterthought but which, really, on its own covers all the other commodities mentioned—"building sites." Here, surely, is a big loophole.

Mr. Hodgson, in his decision, said: "I am relying on the undertaking given by Mr. Conway that he would use his vehicles in connection with large building sites only." Well... How big is a "large" building site?

The line should be drawn somewhere. How is an enforcement officer, a policeman or an official in the L.A.'s office really going to be able to decide. Here, the only comeback, if something were found to be wrong, would be a false "declaration of intention" clause.

In view of the evidence that came out during the case—from John Laing and Tarmac Civil Engineering, Ltd., who used such terms as, "This is the thing we have been waiting for for years," and, "If the large people were not available, we would do it ourselves"—and further having regard to the objectors who, in evidence, confirmed their unwillingness to go long distances for loads; all in all, despite the uniqueness of it and despite, I repeat, the unfortunate last two words in the commodities to be carried, this grant can really be said to be one of immense value—to help along the progress of such modern developments that are taking place today.

Because of the very nature of their work, tipper operators are tough, hard-working individualists. They fear very much this type of open licence, but unless and until they can form themselves into larger syndicates (some are attempting to do this) they can never successfully compete with applications such as the Conway one, which, remember, was originally for 52 vehicles operating within a radius of 250 miles.

Revision of the Law

DUNSTABLE CORPORATION, who appealed against a decision by the Metropolitan Traffic Commissioners (in October they granted Luton Corporation consent to run public service vehicles "on certain roads within

the Metropolitan Traffic Area, but beyond the boundary of Luton") did not, on the whole, come off too badly, despite the fact that their appeal was dismissed.

Their appeal took the form of a series of challenges against certain principles laid down by the statutes. Mr. J. Smith, Dunstable's town clerk, raised certain general points.

He challenged the validity of document PSV/C (the "memorandum on appeals" which is issued for the guidance of appellants). He said that there was no authority for the statement in paragraph 9 that an inquiry "does not take the form of a re-hearing of the application and, as a general rule, additional evidence is not admitted." He asked that this should be brought to the notice of the Minister and that he (the Minister) should be asked to quote the statutory authority for the statements contained in the memorandum.

Another thing he wanted to make clear was that his council felt that the present legislation was quite inadequate to provide them and other councils with an opportunity for giving their views on the adequacy of transport within their area; to protect, or to allow the travelling public to protect themselves; or to get an adequate service.

In the Minister's decision on the case, based upon recommendations made by the Inspector who heard the appeal, he said that the Commissioners' decision would stand and that it was remiss of the Luton Corporation that they had only belatedly applied for consent. The decision went on to say that, with regard to the remarks about paragraph 9 of the memorandum: "As the Inspector had a verbatim shorthand note of the proceedings before the Commissioners, it would be unnecessarily prolonging the proceedings if the evidence were repeated." Since the appeal was against the decision reached on the evidence, it would be wrong for the Minister to take account of additional evidence; but additional evidence was not rigidly excluded.

The decision went on to say that the Minister accepted that the prime motive of the Luton Corporation in lodging the appeal was to draw attention to its position that, as a local authority in the Metropolitan area, it had no rights of representation. "He (the Minister) is not unaware of that point and will keep it in mind for further consideration when suitable opportunity arises for possible revision of the law."

Dunstable will have to pay the costs of the appeal, but, after all, they achieved their object.

Rise and Fall Clause Important

WHEN he was told that employees to be carried on works services would be requested to contribute towards their fares after a period of 12 months, Mr. Idris Owen, chairman of the South Wales Traffic Com-

missioners, very wisely—after granting the applications of Saith Jones (Tours), Ltd., of Aberaman, and Miss Margaret Roberts, of Maerdy Rhondda—said that he was concerned with the responsibility for the carriage of employees and would "look again" at the position in a year's time.

This very point was argued before the Northern Commissioners when Graham Brothers, of Blaydon, appeared to make a short-term application for road service licences to carry workmen from the surrounding area to the site of the Sunderland-South Shields Water Board's new reservoir at Edmundbyers.

Mr. J. R. C. Samuel-Gibbon, for Graham Bros., opened the case by saying that, after careful consideration, he had decided that what his clients wanted was straight-forward contract carriage operation. He then gave his reasons.

The men were employed by John Mowlem's, who paid them allowances and gave conditions in accordance with the Working Rule Agreement of the Civil Engineering Construction Conciliation Board for Great Britain, which laid down that it was a long-standing principle of the industry that a man was normally taken on at the job.

However, under a clause headed "Transport provided free by employers," it stated that a certain sum would be paid for travelling to and from work a distance in excess of four miles, and stated that the provision of free transport by the employer in addition to the appropriate monthly allowance "shall be deemed to be a payment for travelling allowance to the workmen within the meaning of the Rule."

As it was clear that transport was provided free by employers; how could it be said that there was a separate payment in any shape or form made for the carriage of individual passengers? The question was whether the payment (3d. per mile) in excess of the four miles, to which the employee was not entitled if he got free carriage, constituted a payment. Mr. Samuel-Gibbon did not think so.

Coming to the crux of the matter, the Chairman, Mr. Hanlon said that in the agreement Mowlem's had with the Water Board, there was a "rise and fall" clause. If that were invoked in respect of the travelling allowance, Mowlem's would certainly claim an increase from the Water Board, which meant there must be a payment.

Mr. Samuel-Gibbon, adhering to his contention that no road service licence was needed, said that unless and until the rise and fall clause was invoked there was nothing to indicate that there was anything in the way of direct payment per passenger in the agreement. If circumstances changed, his clients would have to make an application for a licence.

Suffice it to say that the daily carriage of these workmen has gone on since then and, despite the Commissioners' opinion that a licence is needed, no substantive application has been made and no proceedings instituted against Graham Brothers for illegal operation.

COMMENTARY

by JANUS

IN A TANGLE

COMPARISON between the written judgement of the Transport Tribunal in the Merchandise Transport case and the earlier written decision of the Metropolitan Licensing Authority brings to mind the gladiatorial contests in the days of ancient Rome between a man with a sword and another with a net and trident. The Licensing Authority hacks his way towards what seems to him a sensible conclusion, whereupon the tribunal proceed to entangle him in a coil of words and jab him gently wherever they see an opening.

On each occasion that he ventures to express an opinion, they make plain that they do not share it. He suggests that it would be against the clear intention of Parliament and against the public interest to allow private carriers with surplus capacity to make inroads into the business of professional hauliers. The tribunal retort "we are by no means certain that we understand this passage", but nevertheless construe it as something that was disposed of four years ago in the decision on the Reed case.

THE Licensing Authority makes a distinction between the desire of Harris Lebus, Ltd., to employ Merchandise Transport, Ltd., to carry their goods and their desire that the vehicles should have A licences and earn extra money from return loads. In other words, the Harris Lebus group as a whole were interested in the case both as customers and as hauliers. It is evident that the Licensing Authority thinks their main interest was as hauliers and that the other interest was subordinate. The tribunal refuse to accept the distinction and say that "he was confusing the object sought with the motive for seeking it."

The Licensing Authority is also called to order for indicating that the application was bound to fail, because the objectors had established that the proposed services would be in excess of requirements. The tribunal go further. They do not even think that the objectors established their claim. The Licensing Authority, "if we understand him aright," was contending that, provided traders, although only occasionally, had a choice between two or more carriers, transport facilities in the district had become "in excess of requirements." "We do not think these words ought to be so construed," say the tribunal.

The final legal decision on the whole tangled case is now to come from the Court of Appeal. Hauliers, even if they still hope for the best, must prepare themselves for the worst; and the worst could be very bad indeed. There is little comfort in the tribunal's decision if it stands. The Licensing Authority may not have to grant all the vehicles for which he was asked. The tribunal point out that there was a boom in the furniture trade during the period covered by the statistical information supplied by the applicants. He is enjoined, however, to grant sufficient vehicles to carry the traffic now carried by Harris Lebus, Ltd., under the C licences they are to surrender.

THE surrender is made a condition of the grant and Harris Lebus, Ltd., must also promise not to apply for any C licence during the currency of the licence now to be granted to Merchandise Transport, Ltd. Such a provision has been made in other cases and presumably the necessary undertaking has usually been given with a light heart. But, to borrow an expression from the tribunal: "I am by no means certain that I understand this passage."

B18

Section 174(3) of the Road Traffic Act, 1960, compels a licensing authority to grant a C licence with two exceptions, neither of which refers to an undertaking such as the tribunal are now exacting. It would be interesting to know what action could be taken if a trader who had given the undertaking proceeded to ignore it. He could not be refused a C licence if he asked for one, and it would be difficult to penalize the subsidiary haulage company, who would nominally be blameless.

IN the present case Merchandise Transport, Ltd., asked for a total of 119 vehicles and are likely to get most of them. The object is the A licence, the motive is to make money—the distinction is the tribunal's. The same motive animates many other traders and they may soon make the transition to the same object. The decision, if it stands, appears to give almost any C-licence holder the freedom, if he so wishes or if it is worth his while, to exchange his C licence for an A licence. A number of preliminary steps have to be taken, but they do not present insuperable difficulties and there are bound to be advisers and helpers on hand.

Whether or not this development is good for trade and industry and for transport operators, and whether or not it is strictly in accordance with the letter of the law, it was almost certainly not envisaged by Parliament when they passed the Road and Rail Traffic Act, 1933, and the later Transport Acts. It seems reasonable to suggest that Parliament should be given the opportunity to look at the matter again.

Hauliers are almost bound to ask for this to be done if the Court of Appeal do not see fit to disturb the tribunal's decision. A request for changes in the law must always be made with diffidence. The people who draft legislation and the people who pass it are apt to take the opportunity provided by any new measure of including items not envisaged, and even actively disliked, by the original sponsors. With the transport industry as it is, there may be many items, not necessarily in the interests of road transport, that the Government would like to see on the Statute Book. Hauliers may find themselves both supporting and opposing a new Transport Bill that is ostensibly sent on its way for their benefit and with their blessing.

THE actual volume of applications similar to those in the Merchandise Transport case will in the end influence the decision of the hauliers whether or not to press to the utmost the demand for new legislation; and it will no doubt have a similar influence on the Minister of Transport. If many hundreds, or even thousands, of vehicles are to be switched, there could well be a serious dilution in the strength of the A-licensed fleet as a whole. The Government may be more inclined than hauliers to wait and see whether this happens.

The pros and cons will be argued before the Court of Appeal by representatives of the same parties that have taken the case step by step through the earlier stages. Many other interests will be curious or anxious to learn the result. They include not only hauliers and a good many traders and manufacturers, but also the Government and Parliament. One only wishes it were possible to know on which side these various interests would like to see the scales of justice fall.

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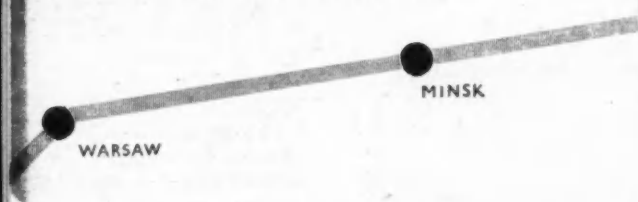
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equipped with a Bedford 2-speed axle and 5-speed overdrive-top gearbox. All-up weight was over 7 tons.

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New Equipment and Publications

High-speed Cutting-off Machine

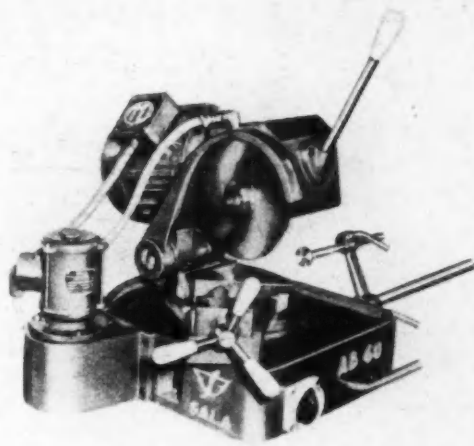
A NEW high-speed cutting-off machine has been introduced by Soag Machine Tools, Ltd., Jaxon Street, London, S.E.11. The machine, which is called Model AB60e and is made in Italy, is a circular saw which has a maximum capacity of 2½ in. diameter round material.

Mitre cutting is carried out by swivelling the cutter head. An engraved scale is provided for setting the angle of cut which can be up to 45° in either direction.

The machine is supplied with complete

electrical equipment suitable for 400/440/3/50 supply, coolant installation, universal vice, depth of cut stop, double indexing work, length stop and saw blade. Space required is 2 ft. 2 in. x 2 ft. 2 in. x 1 ft. 10 in. and total net weight is approximately 265 lb.

It costs £130.



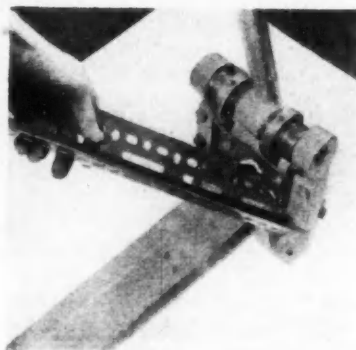
The Soag AB60e cutting-off machine.

New Dexion Cutter

A PORTABLE cutter for their slotted angle is now obtainable from Dexion, Ltd., Maygrove Road, London, N.W.6. It is known as the Mark V Cutter.

In use, the Dexion angle is fed along the guide under the cutter, and the handle, which is in line with the guide and supports, pressed down. It is said that longer blade life is given, and that mitres are cut more easily with this latest model.

Price of the cutter is unchanged at £8 10s.



The Dexion portable cutter, showing the method of cutting a mitre.

Illuminated Compass

BUILT-IN illumination can now be incorporated in the Poleo Model 5000 compensatable vehicle compass, sold by the Pool Clock Co., 90 Aldersgate Street, London, E.C.1.

Retail price with this addition is £2 5s. compared with £1 15s. for the standard model.

Traction Batteries

FOLLOWING recent developments in traction batteries, Crompton Parkinson, Ltd., Crompton House, Aldwych, London, W.C.2, have issued a new catalogue describing their products in this field. Details are included of a new type

of battery which is now available. It is of tubular construction and gives a substantially higher ampere-hour capacity, size for size, than before.

The catalogue explains in detail the types of traction battery manufactured, and issued with it is a smaller booklet containing all the necessary technical data and information.

Re-formulated Shampoo

THE makers of Autobrite and 3-in-One products, E. R. Howard, Ltd., of Ipswich, have changed the formula of their Shim shampoo.

When tested, the shampoo was found to be effective in removing mud and grease, and when rinsed off left no deposit or water mark on the paintwork.

Shim shampoo is sold in 3s. cartons containing six sachets. One sachet was found to be sufficient to wash a large car or van.

P.v.c. Upholstery Material

A NEW, high-quality p.v.c.-coated upholstery material which is very similar in appearance and feel to leather, but costs much less, is being marketed by Bernard Wardle (Everflex), Ltd., of Caernarvon, North Wales, under the name Everflex Plus.

It is available in a width of 50 in. and has a broken twill backcloth. Claims for the material are that it is tough, durable, not easily damaged by acids or alkalis and easily cleaned with a damp cloth or warm water and mild soap.

Paint Booklet

A NEW 56-page handbook from Camrex Paints, Ltd., Hudson Road, Sunderland, gives details of the full range of paints and surface coatings made by the concern. Many of the products are intended particularly to provide resistance to corrosion and chemical action.

High Temperature Masking

MASKING tape able to be used in modern high temperature paint applications such as those involving high bake enamels and epoxy resin based paints is now produced by

Paynes Jufflytake, Ltd., Cromer Street, London, W.C.1. The tape is a lamination of Paper Masking Tape No. 561 superimposed on Polyester Silicone Tape.

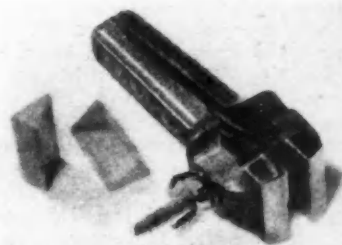
In production work, this material is said to have proved completely efficient and is currently being used for operations involving four storings each of one hour at 200°C. Following such processes the tape is said to be removed easily and leave no trace of adhesive residue.

Light Hand Vice

A SMALL hand vice is now made by Rolls Tools, Ltd., 154-156 Blackfriars Road, London, S.E.1. The tool is made of light alloy and has a maximum opening of 1½ in.

Horizontal and vertical grooves in the jaws facilitate the gripping of round objects, and plastic jaw covers are supplied for use when the surface must not be scratched.

Retail price of the Rolls hand vice is 6s 6d.



Plastic jaw covers are supplied with the Rolls hand vice to safeguard polished surfaces.

Short Motor Leaflet

AN ILLUSTRATED leaflet has been issued by Vauxhall Motors, Ltd., giving details of the Vauxhall and Bedford "Short Motors" assemblies. These are partial engines with new components used throughout.



BRADFORD GOLDEN TROLLEYBUS

by Ashley Taylor,
A.M.I.R.T.E.

(Above) A feature of this trolleybus, seen in Victoria Square, Bradford, is the one-piece power-operated sliding door of the rear entrance, this door being open when the picture was taken. Note the rear bumper bar.

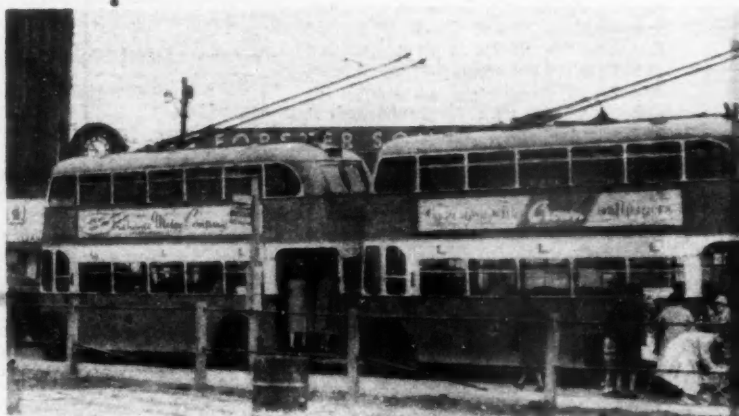
UP in Bradford there are golden jubilee celebrations this week. A passenger transport committee jubilee lunch has been arranged and tomorrow there will be a celebration dinner, with the addition of trolleybus tours that will display the Corporation undertaking to the public it serves.

Bradford Corporation has recently completed 63 years of passenger transport operation, but it is the golden jubilee of the undertaking's trolleybuses that provides the occasion for a measure of self-congratulation, for the Yorkshire city was the pioneer of this form of traction in Great Britain.

The actual tramways of the city were constructed by the Corporation under an Act of 1880, the running powers for horse and steam cars then being leased to two private companies. The first electric tram route was opened in July, 1898, and in February, 1902, practically the whole of the leased system reverted to the corporation, conversion to electricity then beginning. By 1903 the corporation undertaking was going strong and operating 160 vehicles (compared with 380 today), covering 39 route miles (compared with over 120), and had 826 employees (1,794). The revenue was £173,534 compared with close on £2m. today.

Just over a half-century ago a sub-committee from Bradford went on a Continental expedition of investigation. It returned with a firm belief in the possibilities of the trolleybus. In due course they were instrumental in setting up a route with a couple of vehicles which, starting on June 24, 1911, worked a feeder service between Laisterdyke and Dudley Hill. In the course of the next three years the route mileage was extended to 4½, more being added in 1914-15.

The intervening years have seen the Bradford fleet gradually change until now it is equally divided between motorbuses and trolleybuses with over 180 of each. Con-



version from trams has gone on since 1928, the Odsal route—converted to motorbuses in 1950—being the last such change. Rather curiously, as the golden jubilee celebrations are held, the city finds itself without a transport manager. Less than a couple of months back Mr. C. T. Humpidge, perhaps Britain's greatest advocate of the trolleybus, moved to the purely motorbus territory of Sheffield. Not until the beginning of next month will his successor, Mr. J. C. Wake, arrive from St. Helens where relatively recently trolleybuses gave place to buses pure and simple.

Many Tram Services

In their heyday 240 trams served Bradford, the first trolleybuses carrying Nos. 241 and 242. Motorbus services were initiated in 1926 and 12 routes have been converted from trams. Services are run jointly with other undertakings to Brighouse, Huddersfield, Dewsbury and Leeds.

But why has Bradford remained so loyal to trolleybuses, a form of transport that has been forsaken by many other areas?

Mr. Humpidge's answer is that the heavily laden, relatively short, hilly routes that comprise the system are ideal

RD'S

YBUSES

Yorkshire Town's Loyalty to Trolleybuses is Mainly Due to Short, Heavily-laden Hilly Routes: Biggest Surplus from Trolleys in Fleet Split Equally Between Electric and Motor Traction



(Above) The most recent motorbuses in the Bradford fleet are 15 A.E.C. Regent Mk Vs, with M.C.W.-Weymann forward-entrance bodies. These seat 70 passengers and have power-operated doors. (Left) These two B.U.T. trolleybuses are seen in Forster Square, Bradford. Administration of the Bradford fleet is controlled from an office in this square. (Below) A trolleybus operating on route 25 is seen passing a Leyland motorbus. The Bradford fleet contains equal numbers of trolley and motor buses, with over 180 of each.



(Above) Inconsiderate parking on the part of a lorry driver makes it necessary for these passengers to walk into the road to board this forward-entrance trolleybus. Power operated jack-knife doors are fitted.

for this vehicle. In the 1959-60 year, the last period for which complete figures are available, the gross surplus of the undertaking was £182,663, of which £96,627 arose from trolleybus operation and £86,036 from motorbuses.

For the first time for eight years the number of passengers had not decreased and normally a useful net surplus would have been shown. But acceleration of debt redemption resulted in there being a deficiency of £73,849 to be made good by the rate fund. On the credit side is the fact that, by the continuance of the policy mentioned, the then outstanding loan of £250,000 on buildings, vehicles and overhead equipment might well be liquidated in the fairly near future. To achieve this Bradford Corporation transport committee have been rationing themselves in the acquisition of new vehicles. Incidentally, a useful saving of well over £21,000 resulted from the cut in excise duty on buses.

Initial Progress

To go back to the beginning, prior to the 1914-18 war, the progress of the city's first trolleybuses encouraged those responsible for them to procure more vehicles and to run them on a lightly loaded service between Canal Road and the city centre. Then came the upheaval of the Great War and, although there had been a radial trolleybus extension of a tram route, it was not until about 1928 that the decision was taken to convert a further route to trolleys, and ultimately to change over all the tram services in the city. The Wibsey service trams went out during the time of the second war, motorbuses taking over, later to be replaced by trolleys.

Originally the fleet was mainly of A.E.C. and English Electric manufacture, but the Karrier element grew during the 1939-45 period and the trolleybus section now includes A.E.C., Sunbeam, Karrier and B.U.T. units whilst the motorbuses are mainly A.E.C. with a few Leylands. As mentioned earlier, the transport elders of Bradford are rather committed to a canny policy in relation to vehicle purchase. An example of their careful approach was the acquisition in the 1958-59 year of 25 ex-London A.E.C. RT-type vehicles, which were employed as replacements for 27 wartime Daimlers. The following year, however, they went in for 15 A.E.C. Regent buses with M.C.W.-Weymann front-entrance bodies having seating for 70 passengers.

Bradford has accepted the exhaust brake for buses, it



Most of the motorbuses in the Bradford fleet are of A.E.C. manufacture, some being ex-L.T.E. This picture, taken behind the Town Hall, shows three A.E.C.s and a Leyland.

having been found to give an improvement in lining life and better control on the hilly routes in icy conditions.

In the trolleybus department especially, capital expenditure has been kept low by the acquisition of vehicles from other authorities at economical figures. Early in 1960 the last of the pre-war-bodied English Electrics were withdrawn and at the end of the operating year only 26, or 13.9 per cent. of the trolleybuses were of wartime construction. The policy is to economize by consistently rebodding the trolleybuses. Recently Bradford has used mainly East Lancashire Coachbuilders bodywork in the process of rehabilitating chassis that are estimated to have a useful potential life. Such replacement has usually taken place after 11-12 years use, and when complete a further dozen years of operational employment is expected from the vehicle. The newest type of 71-seater body, with front-entrance and power-operated folding doors under the control of the driver, has been well received by the travelling public. In some cases former 58-seaters have been rebodied to accommodate 66 passengers.

Division of the passenger total between the two types of vehicle reveals that they bear much the same load, the latest available figures showing the trolleybuses covering 5,623,426 miles in the year and carrying 66½ m. passengers whilst the motorbuses' mileage was 5,674,368 and the passengers carried were 61½ m. The former covered 41 route miles and the latter 80.

Peak Periods

Bradford's most intensive peak covers a 1½-hour period morning and afternoon, the highest pressure arising between 8 and 9 a.m. Since more children are travelling by bus to school than ever before, this section of the traffic gives rise to added difficulty, and approaches have been made to the education authorities in the hope that school opening times might be adjusted with advantage to the children themselves and the travelling public generally. Whilst constant checks are made in order to keep the mileage operated at a minimum, especially in off-peak periods, the savings made have often been nullified by the need for operating extensions in order to meet the requirements of people living on new housing estates.

At the time Mr. Humpidge took over the managership, some 10 years ago, there were no cross-city services, but

during the period three have been introduced, the two operated by motorbuses starting on June 7, 1953, and one by trolleybuses on November 3, 1957. Previously passengers crossing the city had to walk between Bradford's two main focal points at Town Hall Square and Forster Square.

Depots Well Dispersed

Since the buildings owned by the department are largely a heritage from tramway days, the depots are well dispersed. Out of seven garages, only one is of new construction, being specially intended for motorbuses. The remaining six are former tram depots located more or less on the perimeter of the city. To serve the Duckworth Lane, Clayton and Allerton areas, a site has been acquired for a new trolleybus depot, the building of which it is hoped to start in the not too distant future. When available this depot will obviate the necessity for many of the vehicles travelling into Thornbury.

The administration of the department is controlled from central offices in Forster Square. Overhauls are carried out at the main engineering works which is liberally supplied with modern machine tools.

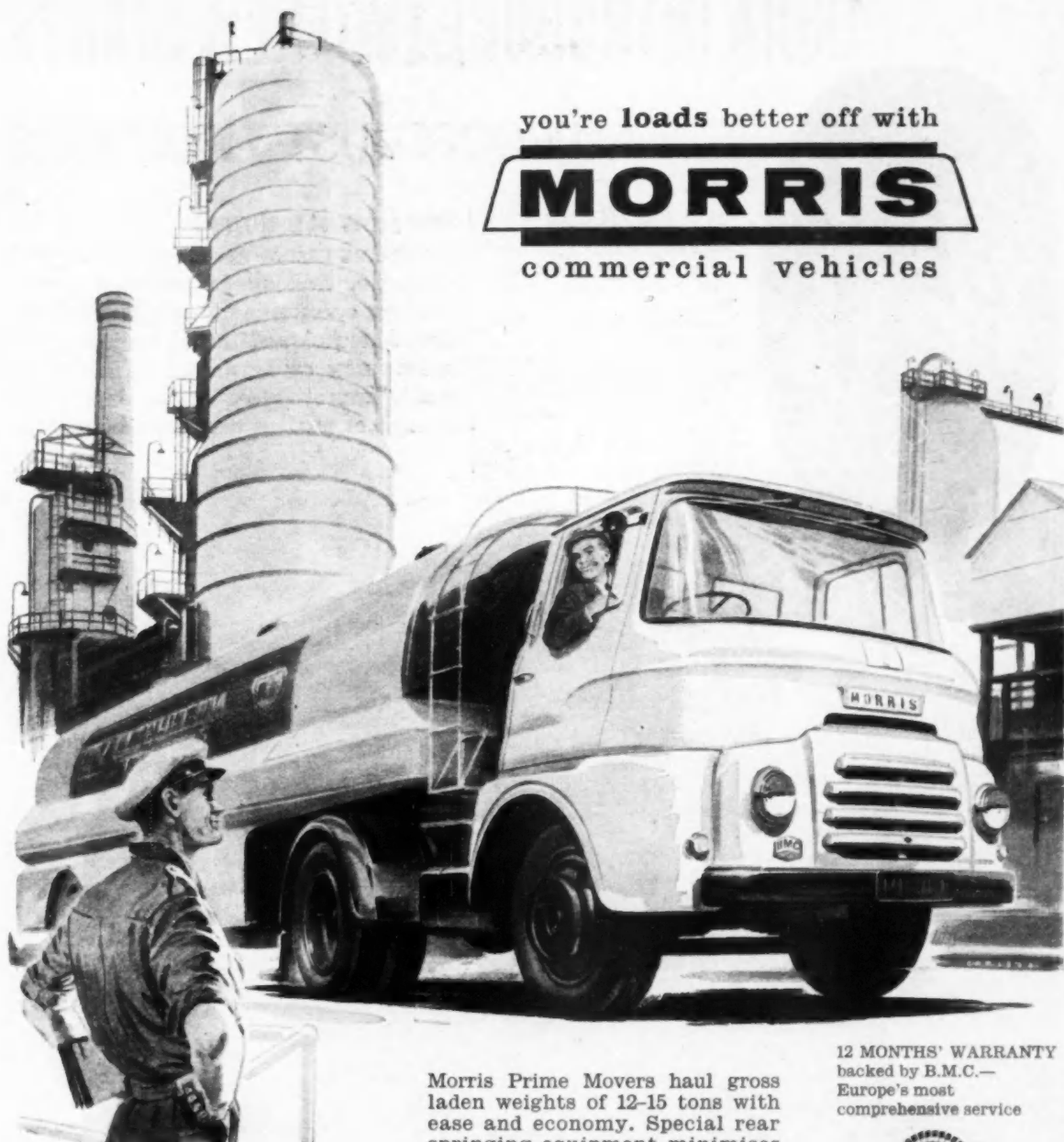
Records show that for the past few years Bradford has consistently operated its trolleybuses somewhat more cheaply than its motorbuses, whilst the same applies on the maintenance side, the fact that the two types are equal partners undoubtedly making for a better economic position than exists in cases where trolleybuses fill a minor rôle.

Like most other road transport undertakings, the Yorkshire city has found itself meeting intense competition for labour, and at the end of the 1959-60 year the road staff had fallen to 1,082 as compared with 1,222 on the same date 12 months earlier. At one period, in March, 1960, the road staff dropped to 1,042, the situation throwing a heavy burden on the officials responsible for the maintenance and staffing of the services. To aid in the instruction of drivers a private training ground, equipped with overhead wiring, was constructed in the Bowling Hill depot yard a little over two years ago, so that learners could acquire a degree of competence in stopping, starting, turning and reversing trolleybuses, as well as motorbuses, before actually driving on the open road. This has proved a most valuable adjunct to the staff department.

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van, pick-up and
Minibus, 1½, 2, 3, 4, 5
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INDIA SUPER G.25— ON THE ROAD

From Motorway to secondary road, this tyre's star qualities are:

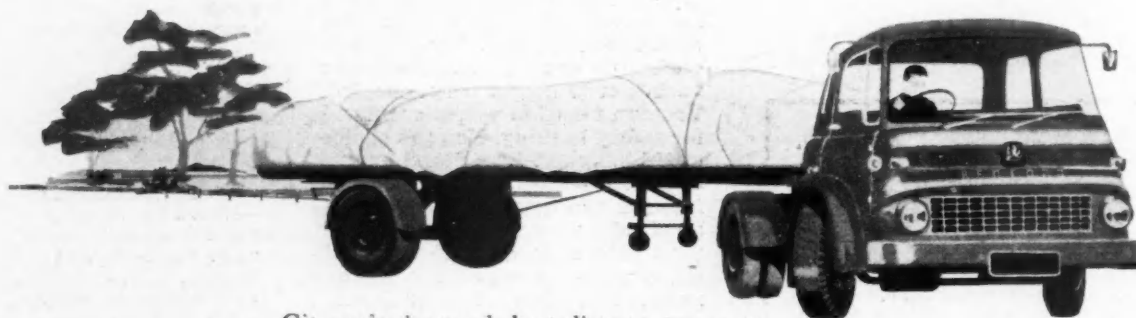
- * more rubber on the tread, for longer life
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- * broad central rib, for smoother riding, easier steering
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See how it's done!


1. SUPREME CASING STRENGTH! India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cord-strength of modern materials—both nylon



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City, suburban and short-distance transport

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On ordering his third 'Primrose' Twin Steer assembly, Bristol operator Mr. D. K. Phipps says: "I have obtained trouble-free service from the two previous 'Primrose' conversions. They have shown an increased carrying capacity and, though engaged on quarry and road work, the tyre life has been excellent—50,000 miles, to date, on the original tyres. I would like to thank you for the prompt manner in which these excellent assemblies were fitted."



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Expansion Trends in Haulage

Two Large B Applications

ONE of the largest applications of interest in this week's statutory publications is the 16-vehicle bid by A. Price and Sons, Ltd., of Ormskirk, to operate under a new B licence. Their "normal user" wording lists various items for use in connection with the agricultural industry within 200 miles of their depot, "principally goods into Lincolnshire, Yorkshire and East Coast districts, when vehicles are going through empty to collect potatoes." As the 200 miles radius takes in—taken as the crow flies, of course—the London area, and also allows them to operate to Scotland's two principal cities, this application is bound to be looked at rather carefully by the B.T.C.

In the Western Area, Elkstone Quarries, Ltd., of Swindon, are, for the second time, applying for a B licence to allow them to operate 20 tippers under hiring allowance, to carry building, walling and quarried stone, etc., within 100 miles. They made an identical application last March, which came up for public inquiry in Bristol in May, when nearly 20 hauliers registered objections

against them. That application was refused.

In the North West, B.R.S. are making their position stronger at Warrington by switching certain A vehicles from St. Helens and Runcorn. They are also transferring two vehicles from the Metropolitan Area to be stationed in Southend and Chelmsford, respectively, in the Eastern Area.

Two new B applications in the South Wales Area—by B. T. Jones and Sons of Carmarthen, and Morfa Transport of Llanelli—should serve as a warning to all hauliers whose licences are reaching expiry date. Both applications are noted "previous licence expired on April 30." In other words, instead of being automatically granted new licences in continuation, they have had to reapply: wait for the application to be published (and so invite objections), and face up to the Licensing Authority or his Deputy, giving the reason for the omission. In the meantime, they will, presumably, have had to go to the trouble of obtaining short-term licences to keep their vehicles on the road.

SCOTTISH (NORTH)

Applications

SN 10/6/1.—J. and J. Andrews, Ladybank, new A lic. 1 veh. (3t). Agric. goods for J. and A. Waugh, Edinburgh, within 60 miles. Now on contract-A lic.

SN 10/6/2.—D. Callander (Forfar), Ltd., A var. add 1 art. (4½t), 1 trl. (low-ldr.) (6½t) and 1 trl. (tipper) (5½t).

SN 10/6/3.—Turriff Transport Co., Ltd., Turriff, A var. add 1 veh. (4t).

SN 10/6/4.—Thomas Gibb (Fraserburgh), Ltd., A var. 1 veh. (3t). To replace any vehicle on A or B lic. that is withdrawn for overhaul or repair.

SCOTTISH (SOUTH)

Applications

SS 10/6/1.—British Road Services, Ltd., Alva, new A lic. 12 veh. (5½t), 2 tris. (5t), 1 art. (2½t). G.g. mainly Scotland and Northern England.

SS 10/6/2.—Highland Haulage, Ltd., Edinburgh, A var. 2 art. (7½t) and 2 tris. (5½t) in place of 3 veh. (13t).

SS 10/6/3.—John C. Stark and Son, Ltd., Balthieston, A var. add 1 veh. (4½t).

SS 10/6/4.—Jenkins Express Removals, Ltd., Giffnock, A var. add 2 veh. (8t).

SS 10/6/5.—Border Lime Agency (Transport), Ltd., Haddington, new B lic. 2 veh. (9½t). Agric. produce and farm requisites on behalf of Border Lime Agency, Ltd.

SS 10/6/6.—Trevor E. Bridges, Torrance, new B lic. 1 veh. (5½t). Goods in connection with employment as Sales Manager of Evnor Developments, Ltd., within Scotland and Northern England.

SS 10/6/7.—William Chisholm, Eyemouth, new B lic. 2 veh. (7½t) (includes 1 veh. (4½t) in place of 1 veh. (3½t)). Fish and fishing gear in the Southern Division of the Scottish Traffic Area and Northern England Traffic Area; household removals within 25 miles and other goods (excluding livestock) within 50 miles. Previous B lic. expired 31/1/61.

SS 10/6/8.—Security Services (Scotland), Ltd., Edinburgh, new B lic. 6 veh. (8½t). Cash and valuables within 50 miles.

SS 10/6/9.—Security Services (Scotland), Ltd., Glasgow, new B lic. 10 veh. (13½t). Cash and valuables within 50 miles.

SS 10/6/10.—John Henderson, Carlisle, new B lic. 1 veh. (2½t). G.g. within 40 miles.

SS 10/6/11.—William B. Frame, Hamilton, new B lic. 1 veh. (1½t). G.g. within Scotland

SS 10/6/12.—Thomas Henderson and Sons, Coatbridge, new B lic. 1 veh. (4t). Building and road mats, within 50 miles.

SS 10/6/13.—A. and P. McConnachie, Ltd., Campbelltown, B var. 3 veh. (8½t) (includes 1 veh. (3t) in place of 1 veh. (2½t)).

SS 10/6/14.—Thomas Buchanan and Son, Ltd., Ayr, B var. add 1 veh. (5½t) (includes 1 cattle container (2t)). Goods within Southern Scotland and Northern England Traffic Areas.

SS 10/6/15.—George Stewart, Gartcosh, B var. add 1 veh. (4t).

Decisions

SS 4/2/3.—George Brown and Son, Galston, new A lic. 2 veh. (7t) granted.

NORTHERN

Applications

N 6/6/1.—J. W. Blackstock, Penrith (Base at Stainton), new A lic. 1 veh. (3½t) with cattle container (1½t). Livestock, agric. produce and requisites, lime feeding stuff, building mats and otherwise as required. Southern Scotland, North England and Midlands as required. (Veh. on B lic. will be deleted if this application granted).

N 6/6/2.—T. Brady and Sons, Barrow, A var. add 6 tractors (24t), 4 trl. (12t) (stake and rack) and 2 trl. (5t). Road and building mats, beer, iron and steel, machinery, rubbish, coal, coke, timber, lime, paper, graphitic, cellophane, wood pulp, chemicals, radio-active mats, agric. produce and requisites. South Scotland, South Wales, North England, Midlands, London and Southampton.

N 6/6/3.—British Railways (Base: Carlisle), A var. add 1 veh. to be transferred from Metropolitan Area.

N 6/6/4.—Sunter Bros., Ltd., Northallerton, Short-term A lic. 2 art. (Units 9t and trl. 7t). Machinery, plant, steel, abnormal and indivisible loads throughout the Northern Traffic Area and to and from all parts of G.B.

N 6/6/5.—Thompsons (Rylshel), Ltd., B var. 2 veh. (7t). Road and building mats, engineering requisites, furniture and household effects, farm produce, coal and coke within 40 miles. Also 2 veh. (1t 13c). G.g. within 15 miles: coal and coke within 40 miles.

N 6/6/6.—J. W. S. G.W. Spennymoor, B var. 1 veh. (5½t). Furniture and household effects as required. Transport of bullion within 20 miles of Durham City. Also 1 veh. (1½t). Furniture and household effects as required.

N 6/6/7.—Hunter Bros. (Tantobies), Ltd., B var. 5 veh. (19t) to replace 2 veh. (6t). Green-cast coal to screens and coal to and from stocking grounds

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats, materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

and cleaning plants, and seagull clay within 30 miles. Goods for George Wimpey and Co., Ltd., as required.

Decisions

N 18/4/3.—Cawthorne and Sinclair, Ltd., Birley, A var. 3 veh. (21½t) granted.

N 18/4/5.—A. W. Ellis and Co. (Transport), Ltd., Newcastle, 1 veh. (3½t) granted.

N 25/4/3.—J. R. Henderson, Newcastle, A var. add 1 veh. (5½t) refused.

N 7/2/5.—H. Thompson, Haverton Hill, B var., 1 veh. (3½t) granted.

NORTH WESTERN

Applications

NW 9/6/1.—Gillbraith Tankers, Ltd., Accrington, new A lic. 8 veh. (76½t) (includes 3 veh. (30t) to be acquired). Tar and like products (including fuel oils) in bulk, mainly Lancashire, Yorkshire, Cheshire, with occasional longer journeys as required. (If granted 5 veh. (46½t) will be deleted from an A lic.).

NW 9/6/2.—Bassetts Roadways, Ltd., Stoke-on-Trent, A var. 1 veh. (3½t) G.g. within 100 miles and to and from London Area.

NW 9/6/3.—H. Nuttall and Sons, Ltd., Heywood, A var. add 3 veh. (22½t) delete 3 veh. (15½t).

NW 9/6/4.—B.R.S. (Pickfords), Ltd., Liverpool, A var. add 3 veh. (26t) (bulk powder hoppers).

NW 9/6/5.—W. Reeves and Son (Transport), Ltd., Manchester, A var. add 1 veh. (6½t) (flat).

NW 9/6/6.—Bullock and Jackson, Ltd., Stockport, A var. add 1 veh. (3½t) (art.) and 1 trl. (3t).

NW 9/6/7.—B.R.S., Ltd., Warrington, A var. add 1 art. (30t) and 1 trl. (24½t). Delete 1 art. (3½t). (If granted 7 veh. (24½t) will be deleted from A lic. at Warrington, St. Helens and Runcorn bases).

NW 9/6/8.—F. L. Shaker, Widnes, A var. add 2 veh. (7t). Delete 1 veh. (6½t) (includes container 1t 1qr).

NW 9/6/9.—J. W. Walker, Blackburn, new B lic. 1 veh. (1½t). Carpets for Winton Carpets, Blackburn, mainly to Farnhead, Chorley and Liverpool, and within 50 miles of base.

NW 9/6/10.—T. Curran and Sons, Ltd., Chorlton-cum-Hardy, new B lic. 8 veh. (33½t). Excavated mats, within 50 miles.

NW 9/6/11.—G. Reyner (Transport), Ltd., Manchester, new B lic. 1 veh. (4t). The collection and delivery of goods which have been conveyed or are to be conveyed on vehicles operating on the transport services of applicant and Arthur Weat, Ltd.

NW 9/6/12.—A. Price and Sons, Ltd., Ormskirk, new B lic. 16 veh. (53t). Agric. fertilizers and insecticides, oils, produce, fruit, machinery 200 miles from depots at Burscough; principally goods into Lincolnshire, Yorkshire and East Coast districts when vehicles going through empty to collect potatoes.

NW 9/6/13.—Harris Carriers, Ltd., Stockport, new B lic. 1 veh. (3½t). To be used only when vehicle authorized on A or contract-A licences has been withdrawn for overhaul or repair and the goods to be carried and the districts to be served to be limited to those authorized for the vehicle so withdrawn.

NW 9/6/14.—A. and T. Keogh, Ltd., Walsley, new B lic. 1 art. (2½t) and 1 trl. (25t) (low-ldr.). Building, road-making plant and machinery for F. Gibson and Son, Greenfield Nurseries, Cornels, Kearns Co., Ltd., and Beck and Pollitzer, Ltd., also Jacksons, Ltd., all within 50 miles.

NW 9/6/15.—W. Allen (Bolton), Ltd., B var. add 6 veh. (18t). Now on contract-A lic.

Decisions

NW 10/3/1.—J. Hughes, Liverpool, new A lic. 3 veh. (10½t) granted.

NW 20/1/1.—H. Parkinson, Blackpool, new A lic. 2 veh. (8½t) and one trl. (25t) granted.

NW 25/1/2.—Power Transport, Ltd., Warrington, new A lic., 3 veh. (12½t) and 1 trl. (2½t) granted.

NW 5/5/8.—Bleachers Association, Ltd., Manchester, new B lic. 15 veh. (47t) and 4 trl. (6½t).

NW 24/3/6.—Edley Foundry Co., Ltd., new B lic. 7 veh. (25½t) and 1 trl. (4½t) granted.

SOUTH WALES

Applications

SW 14/6/1.—British Road Services (Parcels), Ltd., Cardiff, A var. add 1 art. tractor (4t) and delete one art. tractor (2½t).

SW 14/6/2.—Ross Garages, Ltd., Cardiff, add 2 art. tractors (8½t) and 2 art. trl. (6½t). Steel and steel products, England and Wales. If granted contract-A lic. will be surrendered.

SW 14/6/3.—**B. T. Jones and Sons**, Carmarthen, new B lic. 1 veh. (3½t). Furniture and household effects within 60 miles and all goods within 35 miles. Also 1 trl. (4t); all goods within 30 miles, and 1 veh. (3t); all goods within South Wales Area. (Previous lic. expired April 30, 1961.)

SW 15/6/4.—**Morfa Transport Co., Ltd.**, Llanelly, new B lic. 1 veh. (7½t); livestock, furniture, builders mats, and camp equipment within South Wales area and all other goods within 20 miles. Also 1 veh. (4½t); goods within 15 miles and 1 veh. (3½t); all goods within 20 miles of Gorseinon. (Previous lic. expired April 30, 1961.)

Decisions

SW 8/2/2.—**Gwynne Bowen (Transport), Ltd.**, A var. 2 veh. (15½t) granted.

SW 22/3/4.—**Philip Jones and Sons, Ltd.**, A var. 2 veh. (16t) granted.

WESTERN

Applications

W 13/6/1.—**Holmes Transport (Cheltenham), Ltd.**, A var. 2 veh. (9½t) in lieu of 1 veh. (7t 3c). Mainly steel tinplate, machinery, plastics containers, paper, cardboard and concrete products normally within a radius of 150 miles.

W 13/6/2.—**W. T. Taylor and Son**, Cloworth, A var. add 1 veh. (3t). To be used solely in replacement of any authorized vehicle of the holder of the lic. which is off the road under repair or under maintenance.

W 13/6/3.—**G. G. Gilder**, Winchcombe, A var., add 1 veh. (4½t) including container (1½t). Livestock and agric. produce and requisites within 200 miles.

W 13/6/4.—**P. J. Hodson**, Bristol, new B lic. 1 T. (8t 11c). Quarry mats, and concrete products for Bradgates Quarries, Ltd., within 150 miles.

W 13/6/5.—**R. L. Smith**, Cheltenham, new B lic. 1 veh. (2t 19c). Coal, coke, straw and hay any distance. (Veh. now on C lic.)

W 13/6/6.—**Elkstone Quarries, Ltd.**, Swindon, new B lic. 20 T. (120t) (Hiring Allowances). Building, walling and quarried stone and earth-moving within 100 miles.

W 13/6/7.—**B. F. J. Binsing**, Westbury-sub-Mendip, new B lic. 1 T (5½t). Stone, tarmacadam within 100 miles. (Veh. at present on contract-A lic. with Westbury Quarries, Ltd.)

W 13/6/8.—**A. J. W. Alder**, Stroud, B var. add 4 T. (24t 2c). Solid fuel within 200 miles. (Veh. at present specified in contract-A lic.)

Decisions

W 2/5/2.—**W. T. Bolieth**, Redruth, new B lic. 1 veh. (3½t) granted.

W 28/3/7.—**R. Read**, Longhope, B var., add 2 veh. (8t). Application withdrawn.

EASTERN

Applications

E 12/6/1.—**D. A. Tibbitt**, Doddington, new A lic. 1 veh. (4½t). Mainly agric. produce and requisites collected within 10 miles for delivery to London and Midland markets and the South Coast, and also locally. If granted B lic. will be surrendered.

E 12/6/2.—**British Road Services, Ltd.**, Southend, A var. add 1 van (3½t). (If granted 1 veh. (5t) will be deleted from A lic. held in the Metropolitan Traffic Area.)

E 12/6/3.—**B.R.S. (Parcels), Ltd.**, Cheimsford, A var. add 1 veh. (3½t). (If granted 1 veh. (3t) will be deleted from A lic. held in Metropolitan Traffic Area.)

E 12/6/4.—**E. W. Sharman**, Norwich, new B lic. 1 veh. (1t). Printed matter, household goods, builders mats., fruit and vegetables.

E 12/6/5.—**D. Ball**, Peterborough, new B lic. 1 veh. (4t). Sand, gravel, building and road-making mats., within 25 miles.

E 12/6/6.—**J. W. Page**, Werrington, new B lic. 1 art. (4½t) 1 trl. (4t). Potatoes, 185 miles radius.

E 12/6/7.—**G. W. Peacock**, Biggleswade, B var. add 3 veh. (12t). Sugar beet collected within five miles to railhead and factory; grain within 60 miles; horticultural and agric. goods collected within 10 miles to London markets and agric. requisites on return.

E 12/6/8.—**B. H. King**, Kempston, B var. add 2 veh. (6½t). Market garden and nursery produce and agric. requisites collected within 12 miles for delivery to London, empty containers on return journeys; bricks collected within 12 miles for delivery within 30 miles.

Decisions

E 20/2/2.—**E. H. Lobb**, new A lic. 1 veh. (5½t) granted.

E 6/3/2.—**S. Brown**, A var. add 1 veh. (4½t) granted.

E 20/3/3.—**Knowles Transport, Ltd.**, A var. add 1 veh. (3½t) granted.

E 17/4/1.—**A. J. Hayward and Son, Ltd.**, A var. add 2 veh. (7½t) and 2 trl. (5t) granted. Add 1 veh. (2½t) and 1 trl. (2t) granted.

E 3/4/4.—**G. W. Wyatt and Son**, A var. add 1 veh. (4t) granted.

E 17/4/2.—**W. H. Sexton, Junr., Ltd.**, A var. (2t) and 1 trl. (2½t) granted.

E 3/4/5.—**Ma'don Transport and Grain Co., Ltd.**, A var., add 1 veh. (2½t) granted.

E 17/4/3.—**Harold Wood and Sons, Ltd.**, new B lic. 1 veh. (9½t) granted.

Letters to the Editor

Injustice

YOU report in your issue of June 9 the decision of the House of Lords to make minor modifications to the Road Traffic Bill, and in particular to the clause imposing obligatory disqualification upon a driver who receives three endorsements of his licence in three years for any of a long list of offences.

Whilst the T.R.T.A. does not condone traffic offences, it does believe that the punishment should fit the crime. For this reason, it must oppose a proposed law which would still deprive a lorry driver of his living, irrespective of the gravity of his offences.

It is true that the court may decide that there are "special reasons" why endorsement should not follow conviction. But it seems questionable in the light of past legal decisions how much discretion this would give the courts in practice. Would it, for example, cover the case where a driver was convicted of exceeding the speed limit when travelling at 35 m.p.h.?

The Government's intention, according to spokesmen during the House of Lords debate, is that courts should be able to use their discretion when an offence has been trivial or inadvertent. But road transport operators would feel happier if this was written into the law in more specific terms.

If it is the intention to permit courts to exercise discretion, surely the simple and straightforward way of doing so is to provide that disqualification should be at the discretion of the court. As worded at present, the clause must, at best, cause confusion and uncertainty. At worst, it will lead to injustice.

London, W.I.

H. R. FEATHERSTONE,

Secretary,

Traders Road Transport Association.

A Grave Error By the L. A.?

IT has not taken very long for the prophecy, made by Mr. T. D. Corpe a few years ago, to come true. He mentioned, after denationalization in 1953, that there would soon be an excess of vehicles.

Unfortunately a considerable amount of new A licences have been issued to operators in the Western traffic area, which aggravates the present situation (one operator of a fleet of 22 vehicles admitted that 11 of them had been granted by the L.A. and not purchased as special As). Most of the licences were granted for the carriage of steel from the South Wales area, without any representation from the steel companies at the hearing. Now we have to queue up at some of the steel works for from 10 to 24 hours, behind hordes of vehicles from the Western area.

There is likelihood that the Western L.A. made a grave error in granting this extra tonnage, which will possibly prove disastrous in the long run, both to the recipients and to South Wales hauliers. In the first place "Welsh hauliers," as we are called by the Western L.A., did not know of the application made by the Forest of Dean hauliers, and this alone, I think, was rather underhanded, because we would have objected at the time. However, since we have taken the trouble to obtain the A and Ds from that area, out of a total of 13 vehicles applied for only one has been granted and this we have taken to the Tribunal.

The only solution to this problem, in my opinion, for applicants who wish to carry goods from another area, is for the matter to be dealt with by the L.A. in the area from which the goods originate.

I admit that the rates paid by the steel companies are quite fair, but after allowing for waiting time at the works we are at least 5s. per ton worse off than we were 12 months ago. I shudder to think what would happen if the steel companies did not pay on a fixed rate. No doubt things would be far worse than in pre-war days.

Abergavenny, Mon.

J. M. WATKINS.



W. J. Griffiths, driving a Morris artie for the De Havilland Aircraft Co., Ltd., won Class H by 10 points.

Liverpool Beats Manchester's Best

BY a handsome win from the rest of the Class B drivers, W. A. McDonnell (Louis C. Edwards and Sons (Manchester), Ltd.), in a Ford, last Sunday became Manchester's Lorry Driver of the Year. Pease Transport, Ltd., from Liverpool took the team trophy.

In the final reckoning at Manchester the overall winner is the driver whose performance exceeds his class standard by the highest margin, this standard being the average of the top 25 markings in the class. A total of 140 vehicles participated in the contest.

Manchester had the advantage of ideal weather conditions, so that the routine moved smoothly throughout the day. This is one of those centres that is certain of a capacity entry despite the fact that not more than three vehicles are accepted from any one operator. In addition to local competitors, there were the Liverpool cup-holders from last year who, it had been decreed, should be given the opportunity to defend their holdings since, again this year, rather surprisingly, the anticipated Merseyside round has not materialized.

An 18-mile road circuit in an industrial area on a Sunday morning does not on the face of things sound a very exacting test of driving behaviour, but as the years roll on the organizers of these contests have become more alive to the value of introducing some of the less obvious hazards, calculated to catch the unwary, so that it takes a good man to escape with even modest penalty marks. Despite the lessons of the past, few rounds are entirely free from individuals who exhibit a know-it-all attitude as soon as they get on the open road, and Manchester was no exception.

The Highway Code was a searching test in which only five competitors were free from penalty. They were R. Adams

(Fred Dawes (Service), Ltd.), Austin, from Class A; J. Grice (Norman Evans and Rais, Ltd.), Austin, and V. Nottingham (Petrofina (Great Britain), Ltd.), Bedford, from Class D; R. E. Kyte (Wilsons Brewery, Ltd.), E.R.F., from Class E1; and N. Shield (Pye Transport), Atkinson, from Class G.

Only two drivers emerged faultless from the road circuit, one of them being Kyte, who thus started the driving tests with a clean sheet. D. Bailey (McVitie and Price, Ltd.), Austin, also was "clean" on the road but had dropped 10 points on his Code examination. Runner-up at the commencement of the driving tests was Shield, who up to that time had lost only three points. Heaviest penalties on the circuit arose at a wide roundabout which bisects a dual carriageway and has an obscured approach from one of the minor roads.

Heaviest Penalties

The tests were not timed, as they were last year, but there were, of course, debits for failing to maintain continuity of movement or exceeding a permitted number of shunts. The second test, the width-judging, produced the heaviest penalties, although the three were almost equally severe. Quite a number of fresh entrants figured in the lists and on occasions officials found it necessary to caution spectators against giving signals to the participants in the tests.

An outstanding performer in Class E1 was B. R. Lewin (British Oxygen Co., Ltd.), with a long-wheelbase four-wheel Bedford. McDonnell was consistently good in the tests and in a class of 20 drivers was 42 marks in front of his nearest rival. There were close finishes in some categories, notably in Class D which, with a total of 29, was the best supported.

Observation of some of Sunday's performances suggests that the relationship between the width of vehicle and the width of the "roads" for the tests might profitably be given some examination.

RESULTS

CLASS A—Up to 15 ft.: R. Adams (Fred Dawes (Service), Ltd.), Austin, 100 penalty points, 1; E. Mellor (Fred Dawes (Service), Ltd.), Austin, 150, 2; J. Wallace (N. Kilvert and Sons, Ltd.), Austin, 152, 3.

CLASS B—15-19 ft.: W. A. McDonnell (Louis C. Edwards and Sons (Manchester), Ltd.), Ford, 101, 1; F. Coley (Manchester Corporation Surveyor's Dept.), Karrier Bantam, 143, 2; M. Jackson (Manchester Corporation Surveyor's Dept.), Carrier Bantam, 146, 3.

CLASS C—19-22 ft.: B. Colbert (Pepsi-Cola Bottling Co., Ltd.), Karrier, 132, 1; R. Whitehead (B.R.S. (Contracts), Ltd.), Austin, 143, 2; J. Ellis (Steeleford Corporation, Dennis), 177, 3.

CLASS D—Over 22 and up to 25 ft.: R. Burns (Ministry of Works), B.M.C., 112, 1; S. Isaac (Pease Transport, Ltd.), Albion, 116, 2; F. Phillips (British Oxygen Co., Ltd.), Albion, 127, 3.

CLASS E1—Over 25 ft. with two axles: B. R. Lewin (British Oxygen Co., Ltd.), Bedford, 101, 1; R. E. Kyte (Wilsons Brewery, Ltd.), E.R.F., 150, 2; R. Lea (British Oxygen Co., Ltd.), Albion, 152, 3.

CLASS E2—Over 25 ft. more than two axles: A. J. Monks (Petrofina (Great Britain), Ltd.), A.E.C., 121, 1; A. J. Cook (Pease Transport, Ltd.), Foden, 137, 2; H. Banks (Cloughfield Transport Co., Ltd.), Scaddon, 151, 3.

CLASS F1—Semi-trailers under 22 ft.—tractors under 3 tons: R. Beaman (B.R.S.), B.M.C., 151, 1; D. Bailey (McVitie and Price, Ltd.), Austin, 166, 2; L. Shaw (McVitie and Price, Ltd.), Austin, 169, 3.

CLASS F2—Semi-trailers 22-27 ft.—tractors under 3 tons: W. Ward (Pease Transport, Ltd.), Bedford, 169, 1; T. Ball (T. Wall and Son, Ltd.), Bedford, 187, 2; J. Brown (F. Roper and Sons, Ltd.), Thames, 241, 3.

CLASS G—Semi-trailers up to 27 ft.—tractors over 3 tons: H. J. Bramwell (Pease Transport, Ltd.), Foden, 166, 1; S. Bowman (Lloyds Transport and Warehousing Co. (Manchester), Ltd.), E.R.F., 181, 2; F. Vanden (Shell Chemical Co., Ltd.), Scammell, 198, 3.

CLASS H—Semi-trailers over 27 ft.—tractors any weight: W. J. Griffiths (De Havilland Aircraft Co., Ltd.), Morris, 168, 1; F. Porter (R.A.F.), Bedford, 178, 2; L. R. Parry (R.A.F.), Bedford, 188, 3.

Best overall performance: W. A. McDonnell (Louis C. Edwards and Sons (Manchester), Ltd.), Ford, 101.

Best Licence Driver: R. Adams (Fred Dawes (Service), Ltd.), Austin, 100.

Best Diesel Driver: B. R. Lewin (British Oxygen Co., Ltd.), Bedford, 101.

Best Team: Pease Transport, Ltd., Liverpool, 418.

Planning for Profit

Form of Contract

In Their Mutual Interests Both Customer and Haulier Should Ensure that all Foreseeable Events are Covered in the Terms of Hiring Agreements

IN the last two articles in this series some of the factors which should be considered when assessing the respective merits of either hiring or owning commercial vehicles have been discussed. By placing the responsibility for the correct selection and subsequent economic maintenance of a vehicle with a contract-hire specialist the operator of the vehicle is then able to concentrate on his main function of manufacture or distribution.

According to the particular type of operation, the driver should be in the employ of either the haulier or his customer, with a contract A or C licence as appropriate. Because each contract will be drawn up to meet a particular customer's needs the division in the number and amount of the 10 items of operating costs will vary correspondingly. But before a tender is submitted to a customer it will be advisable for the haulier to ensure that the responsibility for the payment of all 10 items has been mutually agreed.

When ownership and complete responsibility for the acquisition, operation and maintenance of a fleet of vehicles are under consideration, the time, responsibility and experience required to run an ancillary transport department efficiently should not be underrated. Other factors to be considered are the successful integration of such a department with other sections of the organization, whilst the availability of capital and the return obtainable by its employment elsewhere must also receive consideration. The competitiveness of the local labour market must obviously not be ignored.

A substantial amount of general haulage is arranged between operators and customers as a result of verbal agreement, possibly over the telephone. In the majority of such transactions no difficulty subsequently arises as to the price decided upon, or the terms and conditions of each particular job.

When, however, haulier and customer are entering into an agreement for the supply of one or more vehicles, usually exclusively, over a long period, it is prudent and in their mutual interests to complete a form of contract. Additionally, when the haulier is supplying the driver, and the vehicle is therefore operated under a contract A licence, the existence of a contract for a minimum of one year's work is essential in order to comply with the requirements of the Road Traffic Act, 1960.

DESPITE this legal minimum period of one year, there will be many instances where it would be uneconomic for the haulier to enter into an agreement for the exclusive use of a vehicle, by a customer for less than, say, two or more years. Particularly would this be the case when expensive vehicles with specialized bodies were requested. Only by spreading out the resulting high initial outlay over a long period could the cost of depreciation be reduced to reasonable proportions in such instances, whilst the specialized nature of the vehicle would probably make it unsuitable for other work should the contract terminate prematurely.

When a haulier is considering hiring out a vehicle on contract for the first time he would be well advised to engage the services of a solicitor to draw up the contract, whilst the advice of a trade organization such as the Road Haulage Association would be invaluable. It is therefore not intended to detail a recommended form of contract here, but rather to suggest some of the items which should be included in such an agreement.

In the opening sentences the designation of the two parties concerned should be defined, it being usual for the haulier to be termed "the contractor" and similarly the customer "the hirer." The next item to be set down will probably be the period of hire. It will have to be borne in mind, however, that although the commencement date would also be given, the carrying out of the contract would be dependent upon the granting of the appropriate licences.

Whilst both parties may have every reason to believe that such licences will be granted, it would nevertheless be prudent to include a clause permitting the cancelling of the agreement if they were not. Otherwise the haulier might find himself in the unfortunate position of having contracted to undertake work which in the event would have been illegal.

Apart from the licensing aspect, it would have to be recognized that, as a result of circumstances which could not have reasonably been foreseen by either party, it could be that one or the other would be unable to carry out his part of the bargain. It would therefore be advisable to anticipate such a possibility by including a clause in the agreement setting out the minimum notice required to terminate the contract should such a set of circumstances unfortunately arise.

Conversely, if the contract proves satisfactory to both parties so that a renewal is contemplated it would be beneficial to have a further clause determining the notice required to extend or renew the contract.

THERE would then be specified the vehicle, or vehicles, which the contractor was undertaking to provide for the customer's use. Such specification would, in addition to the total number, indicate the size and type, and any special features such as bulk bodies. It would, however, probably be found more convenient to omit minor details which both parties might subsequently mutually agree to vary. Examples of these would be the type and colour of paintwork and lettering, and possibly minor items of equipment. These could all be included on a separate schedule, so avoiding unnecessary legal expense in having to redraft the main agreement every time some minor alteration to a vehicle was made.

When vehicles are being hired out by a haulier complete with driver under contract-A licence, a clause must be included in the agreement stating that the haulier is in fact responsible for the provision and payment of the driver, and the conditions under which he is to work.

Under such circumstances the haulier, as the holder of the contract-A licence, would be responsible for the action of his drivers. It is therefore imperative, in the haulier's interest, that a statement should be included in the agreement that the hirer of the vehicle must not instruct, encourage or condone the driver's contravention of the law. An obvious example of such a possibility would be for the hirer to detail the driver of a contract-A vehicle to complete a round of deliveries which could not possibly be effected within the maximum legally permitted hours of work as laid down in Section 73 of the Road Traffic Act, 1960.

In addition, it would be advisable to include a clause providing that if, nevertheless, such an instruction was given to a driver, he would have the right to refuse to carry it out, or at least that part of the instruction which would involve contravening the law, and also giving the haulier the option of terminating the contract if he considered this advisable.

When a vehicle was supplied under a C-hiring arrangement, it would be in the haulier's interest to include a clause in which it was recognized that, whilst the driver would then be an employee of the hirer, he should nevertheless be acceptable to the haulier. This is necessary because the haulier has undertaken to supply and maintain a vehicle at a price presumably arrived at on the basis of normal usage. If no such clause was, in fact, included in the contract-hire agreement, and it subsequently transpired that the hirer was employing a low standard of driver, the haulier would inevitably be faced with exceptionally high maintenance costs, which he would probably be unable to recoup from the customer.

(Continued on page 739)



*Blasted motor contraptions!
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walking speed. Make
'em carry a red flag in
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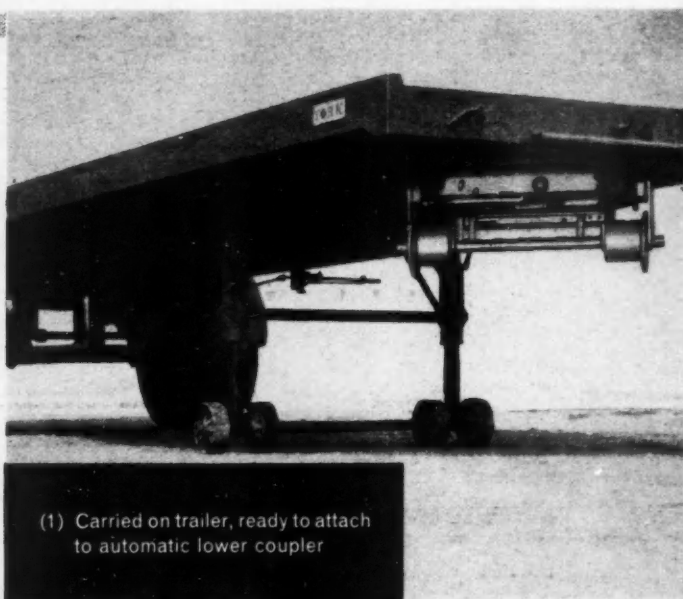
Rules of the road have changed. Today, for instance, it's virtually a rule among smart truckers to turn in at the sign of a BP Agency. And a good rule. BP Diesel is available at Agency sites throughout Britain. And with a Diesel Agency Card issued by Shell-Mex and B.P. Ltd your drivers can fill up with BP Diesel on credit, or cash at agency rates.

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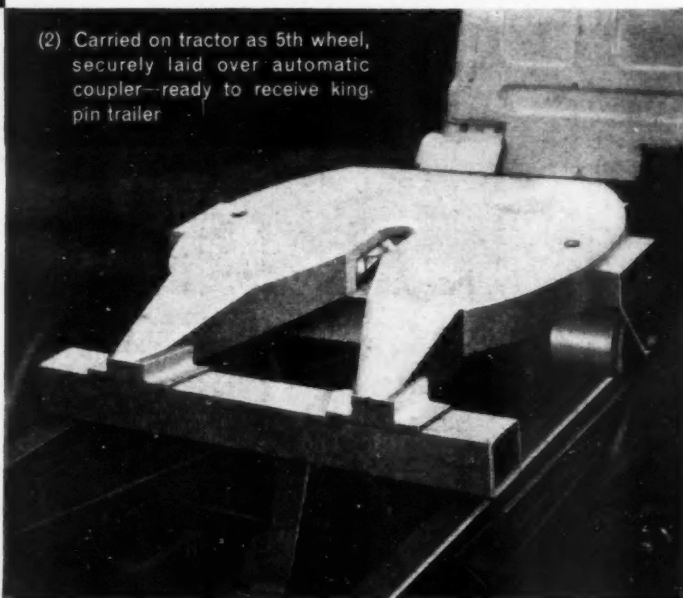
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Should difficulty arise between haulier and hirer as to the suitability of a prospective or existing driver, the adoption of an impartial driving test as carried out by a recognized motoring school would provide a solution to this problem.

In fairness to the hirer a corresponding clause should be included in the agreement giving him the right to ask for the replacement of a driver provided by the haulier when a vehicle was operated under contract A licence, provided, of course, that the grounds of complaint were reasonable.

A major clause in any contract-hire agreement of vital interest to both haulier and hirer would be the amount to be charged, with an indication of the method by which such charge was calculated, and the manner and time at which payment had to be made.

Because the customer, when asking for a tender for the supply of vehicles, is already aware of a comparatively specific set of circumstances under which such vehicles are to be operated, there should be greater opportunities for a detailed estimate of the subsequent cost than could usually be expected when dealing with general haulage. As stated last week, however, the fact that vehicles are being hired out does not invalidate the basic principle of commercial vehicle costing, namely the division of the 10 items of expenditure into standing and running costs. What does vary, however, is the division of responsibility for these 10 items as between haulier and hirer according to individual circumstances.

Because of the incidence of standing costs it would be prudent for the haulier to include in the agreement a guarantee that he receive adequate payment for any period when the vehicle was not operated, although available, through no fault of the haulier.

Similarly, whether the total charge is calculated on the basis of tonnage, mileage, time or any other factor, the agreement should set out the amount to be paid for additional mileage over and above any fixed amount, or alternatively overtime working. Prior agreements between haulier and hirer must also be reached as to whether payment is to be made for the mileage run between the premises of the haulier and those of the customer where vehicles do so run. Although this may be comparatively short, a substantial mileage could be run over the minimum contract period of one year applicable to a contract A vehicle.

It will also be necessary to detail, either in the agreement or on the attached schedule, the maximum capacity of every vehicle provided under the terms of the contract, so giving

effect to a following clause prohibiting the overloading of a vehicle by the customer. If, despite this prohibition, a breakdown results from such overloading, this clause should include a statement to the effect that the customer would then be responsible for the cost of any repairs made necessary, and for the provision of a replacement vehicle when appropriate. In addition to providing some insurance to a haulier against excessive repair bills, this clause would also be necessary relative to the legal aspects of overloading if and when this occurs.

Because many of the items of expenditure which go to make up the cost of operating a commercial vehicle are beyond the control of the haulier it will be advisable for him, when negotiating the hire of vehicles, to have a proviso in the agreement to permit the adjustment of charges following any variation in the cost of such items as fuel and wages.

Agreement should also be reached between the contractor and hirer as to whether payment for the hire of the vehicle should be made at weekly, monthly or other intervals. Such provision would then give the contractor good grounds for terminating the contract in the event of non-payment, and for taking proceedings to recover the amount outstanding.

Responsibility for the goods carried would be the hirer's when the vehicle was operated under C licence, since the driver would then be his employee. It would still be advisable, however, even when the haulier was himself supplying the driver and the vehicle was being operated under A contract licence, for a clause to be included in the agreement stating that the customer would be responsible for the goods carried; and further that the haulier would not be liable either for the loss of any goods carried nor for cash which the driver might have to collect for the hirer.

The carriage of dangerous goods should be expressly prohibited in the agreement unless special arrangements are entered into. As with any differences that might arise between contractor and hirer as to the working of excessive hours or overloading of vehicles, some indication should be laid down in the agreement as to the extent to which a driver was expected to carry out the instructions of the hirer.

Another clause to be included in the agreement would indemnify the contractor should he be unable to supply vehicles through such events as strikes, lock-outs, riots, or wars, over which he would obviously have no control. In addition, the usual clause relating to bankruptcy should also be included and a method of arbitration specified when, despite the existence of the contract, there was subsequent disagreement between contractor and hirer.

S.B.

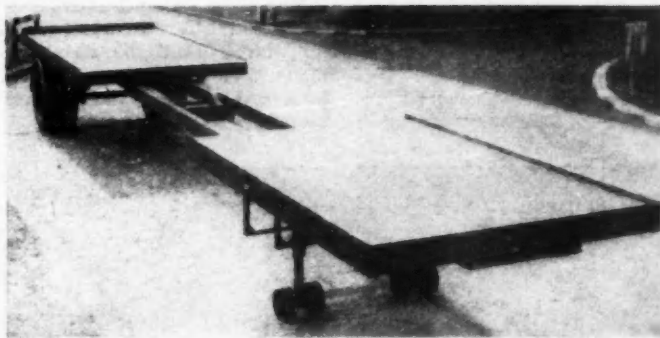
Extending Semi-trailer by Carrimore

A SEMI-TRAILER with a normal length of 26 ft. which can be extended to 40 ft. for the carriage of long self-supporting loads has been added to their standard range by Carrimore Six-Wheelers, Ltd. Intermediate lengths of 32 ft. 6 in. and 36 ft. are also possible. In all conditions the trailer's capacity is 12 tons.

In effect the semi-trailer is made in two sections, both have a frame, fabricated from rolled steel sections welded together. The main longitudinal members are 7-in. deep x 3½-in. wide channel section. These have their flanges facing inwards, and the dimension over the webs in the rear part is 2 ft. 4½ in. This is the dimension between the flanges of the longitudinals on the front portion so that the longitudinal members of the rear portion can slide between them.

Cross-members between the front longitudinals are welded to the underside. Those between the longitudinals on the rear part are located within the flanges.

Vertical location of the members rela-



tive to each other is by two rollers on each side of the longitudinals of the rear portion. The rollers are at the front end, spaced 3 ft. apart. The forward rollers register with the bottom flanges of the outer members, the second pair of rollers with the top flanges.

Two smaller rollers, one at each side of the end of the front longitudinals, guide the front section as the unit is shortened. When fully closed, channel members

above the spring brackets restrict any movement of the outer members. Locating pegs in the rear full-width cross-member of the front section fit into holes in the front member of the rear portion, to prevent relative lateral movement.

Spring-loaded locking-pegs are mounted at the rear ends of the outer members. These fit into holes in the inner members, which are spaced to give the four lengths obtainable.

B39

Fine Show at Crystal Palace

IF the fine weather which blessed the opening day of the International Construction Equipment Exhibition at Crystal Palace continues until it closes tomorrow, the organizers are assured of a great success. This would be well deserved, for the range and number of exhibits, plus the ideal open-air setting, make it one of the best shows of its type ever held.

First impression is of a forest of cranes and jibs, but this is false, as exhibitors have been given ample space to display their equipment to the best advantage and there was no crowding of visitors, although there appeared to be a good attendance.

There were a number of exhibits which were not included in the show preview published in last week's issue of *The Commercial Motor*.

Payloader Shovels

A comprehensive display of Payloader tractor shovels was shown by the International Harvester Co., of Great Britain. These included both two- and four-wheel drive models and covered capacities of from 2,000 to 12,000 lb. The largest model, the H-120, was demonstrated on the proving ground with the same company's Model 65 Payhauler dump-truck, which has a capacity of 19 tons and 12½ cu. yd. Also shown was the Scout ½-ton 4 x 4 pick-up truck, which



International Harvester Co.'s Scout ½-ton 4 x 4 pick-up truck, a recent introduction.

is a recent introduction and was described in the June 2 issue of *The Commercial Motor*.

Foreign Equipment

Featured by Mackay Industrial Equipment, Ltd., were a number of Fiat tractor shovels and the large Allis Chalmers B.T.C. 14D unit. Also shown were the Eimco 850, 9 cu. yd. articulated dump-truck and the Morewear Goose tractor-drawn tipping dumper.

A range of tractor shovels in capacities of from 3,000 to 9,000 lb. was shown by J. I. Case Co., Ltd., and in addition to the dump-trucks referred to in the preview, Aveling-Barford, Ltd., exhibited their TS250 9,000-lb. capacity tractor shovel.

The Powertrac Co., Ltd., Burgess Hill, Sussex, showed a version of their Powertrac self-propelled power pack. Basis for this is a Thames ½-ton pick-up with a Ford 4D diesel engine mounted on the chassis to drive equipment and provide power for vehicle propulsion.

A standard Austin Omnivan was shown with a Rotair 150 compressor mounted inside the body by Holman Bros., Ltd., Camborne, Cornwall. Compressor drive is by an independent Ford 4D diesel engine.

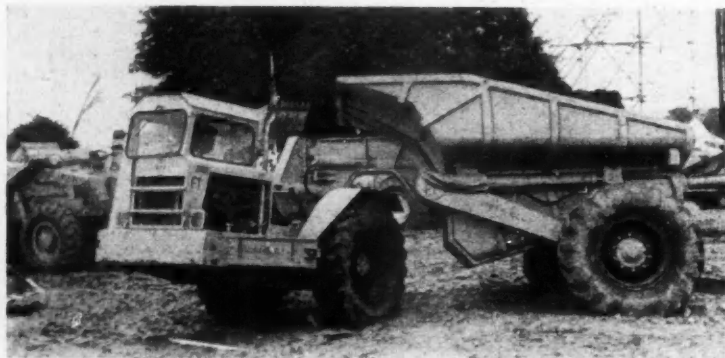
In addition to the Coles Valiant truck-mounted crane, Steels Engineering Products, Ltd., exhibited the Coles Ranger and Aeneas units which have capacities at a 10-ft. radius of 25 and 10 tons respectively. Both models use A.E.C. diesel engines for the chassis and Ford diesel engines to power the crane movements.

Wood Pritchett and Partners, Ltd., showed a Demag 406 crane, with a 27-ton capacity at 11-ft. radius, mounted on a Foden six-wheeled chassis.

Earth Borer

Other vehicle-mounted equipment was to be seen on the stand of Michigan (Great Britain), Ltd., who included a self-contained earth-boring unit with Cheshire-Highway equipment mounted on a Thames Trader 9-ft.-wheelbase chassis with a 4 x 4 conversion by All Wheel Drive, Ltd.; Consolidated Pneumatic Tool Co., Ltd., exhibited an A.E.C. eight-wheeler carrying drilling equipment, and a Land-Rover with a 125 c.f.m. compressor, driven from a gearbox power take-off; and Otus Plant Co., Ltd., showed a Thames Trader with a County third-axle conversion and a wheelbase extended to 17 ft. 2 in., having an Otus Kassbohrer K.T.8000 tower crane mounted on the chassis.


The Shoreland straddle carrier was shown by Conveyancer Fork Trucks, Ltd. This was the Series 21 which has a capacity of 20,000 lb. and is built to conform to the Construction and Use Regulations.

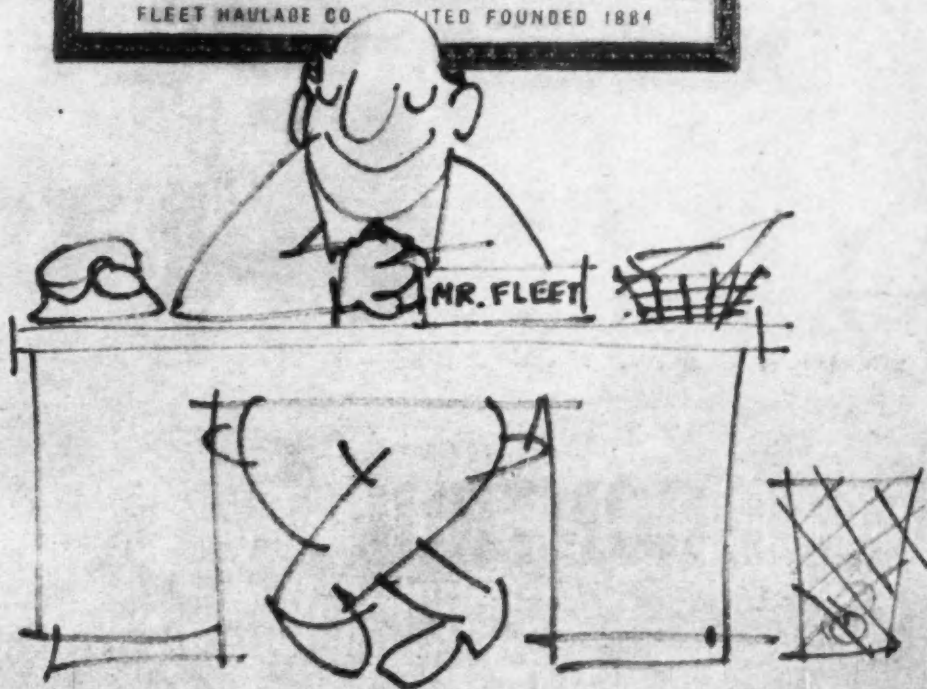


The Northfield F7 dumper is an articulated front-wheel-drive machine with a payload rating of 11 tons. Steering is power assisted, and the turning circle is only 18 ft. 9 in.

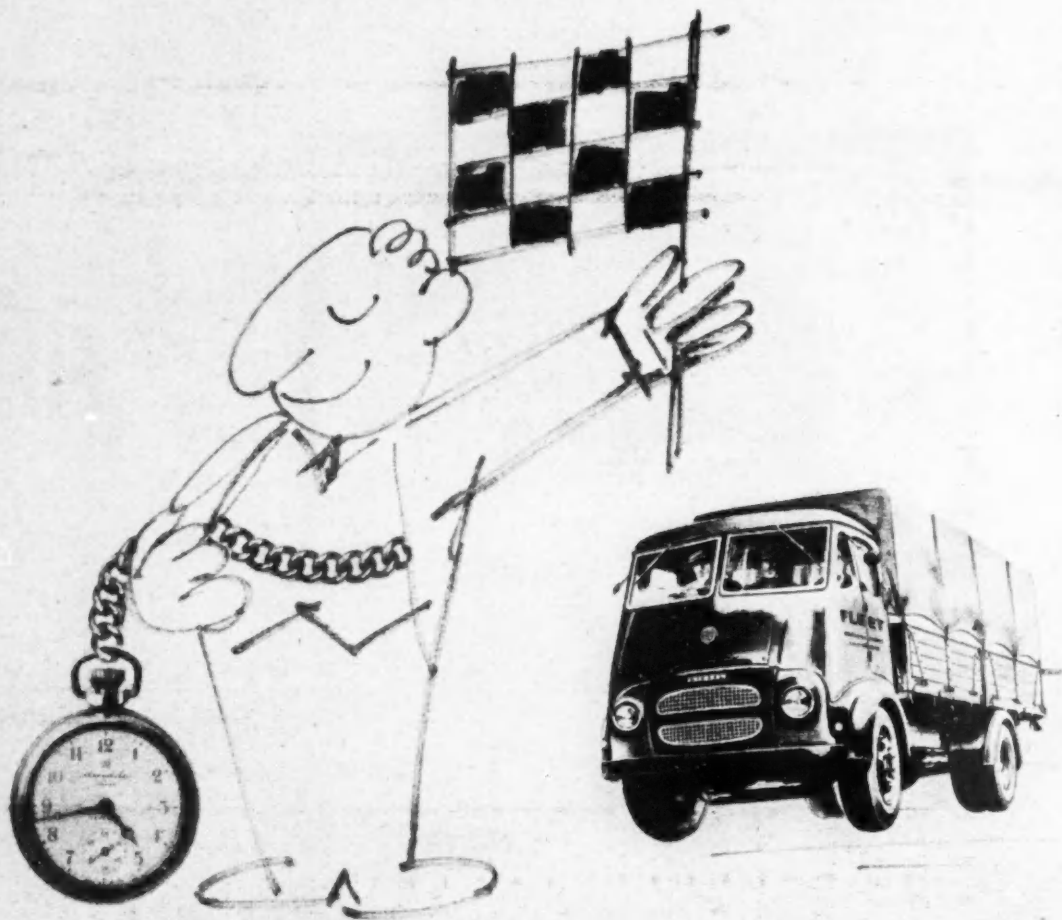
B40

YOU'RE THE BOSS!

Being boss means having *control* over your vehicles. Having them *where* you want, *when* you want. No untimely breakdowns to lay up a vehicle, hold up a load, ruin a schedule, turn a profit into a loss. First step to control over schedules and costs is regular maintenance at 'priority points'. The next three pages show you how routine attention at 'priority points' not only gives you firm control of scheduling, but pays hand over fist . . . with developments in servicing by  Automotive Products Co. Ltd.

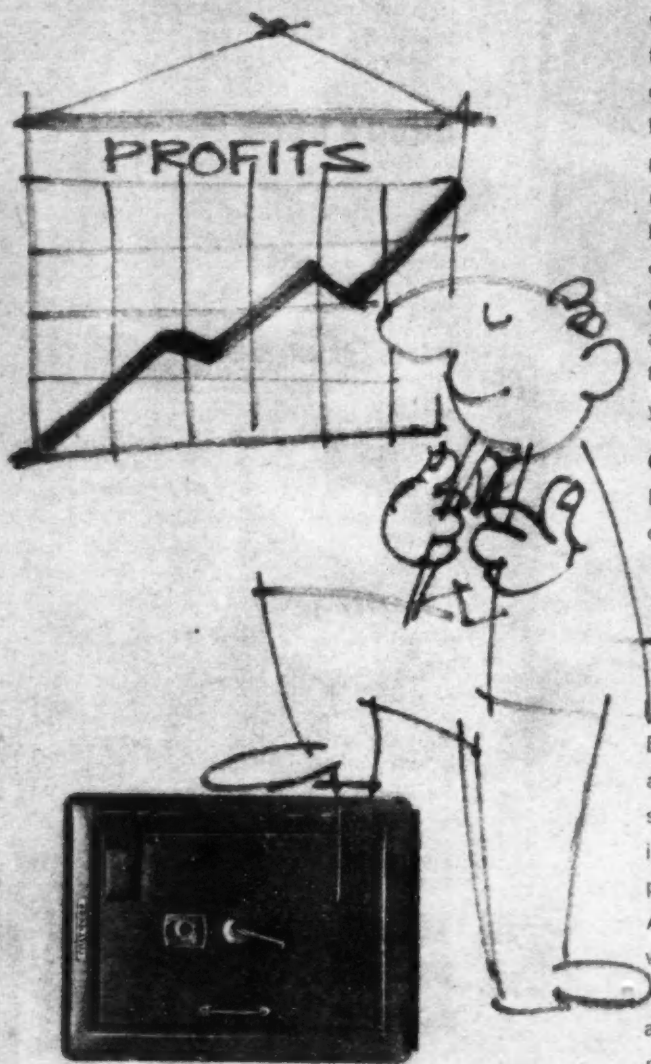


YOUR **CONTROL** OVER 'PRIORITY POINTS' MAINTENANCE MEANS



YOUR **CONTROL** OVER SCHEDULES

YOUR CONTROL OVER EXPENDITURE



Today, routine inspection and maintenance are quicker, cheaper and easier. Regular, planned servicing of "priority points", brakes, clutch, steering and oil and diesel-fuel filters, ensures that every vehicle is in top shape for its job. *YOU* have control of the schedules.

Risks Eliminated

All these "priority points" can be checked over quickly and serviced when necessary, at minimum cost in time and money—thanks largely to developments by the Automotive Products Company. This way, you're paying only for service—an expenditure you can calculate on a mileage basis. You eliminate the unknown costs and risks of unexpected breakdown and lay-up—that can easily amount to several times the cost of the repair itself. *YOU* have control of your maintenance budget!

Quicker, Cheaper Service

Developments by Automotive Products Company have made "priority point" maintenance an extremely painless affair. For instance clutch repairs, once long and intricate, now simply entail fitting one of three low-cost, easily installed Borg and Beck exchange units . . . and the Lockheed exchange brake shoe plan, and the replaceable impregnated-paper filter cartridge pioneered by Purolator are other Automotive Products developments which save you time and money.

Automotive Products components are approved by all leading vehicle manufacturers. They will restore your trucks or buses to dependable, factory-new performance.

THESE REPLACEMENT PARTS KEEP **YOU** IN CONTROL



LOCKHEED *

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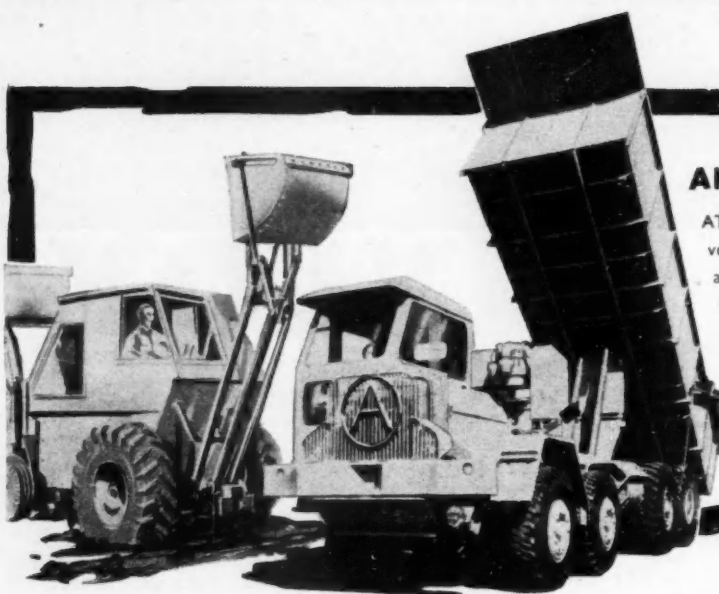
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THE
COMMERCIAL
MOTOR

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GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador, unregistered, good working order, new battery, spare wheel and tyre, with clutch, air brakes, etc., £800. L. W. Vass, Ltd., Amsthill, Amsthill 3255-6. 914-6106

1960 A.E.C. 8-wheeler, 24-ft. platform, 11.3 engine, many extras, price £3,250.

1960 A.E.C. 8-wheeler, 24-ft. platform, 9.6 engine, many extras, price £3,250.

1958 A.E.C. 8-wheeler, 24-ft. platform, 9.6 engine, with extras, price £2,250.

B.C.F. TRANSPORT CO., LTD., Barking Avenue, York Rd., Leeds. 9 Phone 29166.

1957 A.E.C. Mustang, Twin St., flat platform, good condition, £1,500.

1958 A.E.C. Mercury tipper, good order, £1,500.

MILLBURN MOTORS, LTD., Gillingham, N.I. Phone, Bell 4977.

1951 Matador 4 x 2 tipper, 9.6 engine, £475. Several bodies and tipping gears for A.E.C. 914-130

A.E.C. 1947, 12-ft. 6-in. flat body, good tyres, ex C-lance operator, £195. Edware 2572. 914-249

1952 A.E.C. Monarch 8-ton long-wheelbase flat, a very superior vehicle, all good tyres, £255 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-344

1950 4-wheel, 9.6 engine, 20-ft. flat, in very good condition, £350.

1956 A.E.C. 8-wheeler chassis and cab, 9.6 engine, double drive, air brakes, 40 x 8 tyres, fitted p.u.-d. ex petrol tanker, in very good condition, £1,400. 4 Carruthers St., Liverpool, 3, Central 2047. 914-331

A.E.C. 4 x 4, 6 x 6 Matadors, T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham. 20, Northern 0832. 913-211

TWO 4 x 4 Matadors, one in pieces less cab and engine, one running, £550 the two. J. R. Swanston, Colnbrook 2741, Bucks. 914-420

1948 A.E.C. 9.6 engine, busser box, 20-ft. platform, excellent condition, C. Russett, 155 Millbank St., Northam, Southampton 26590. 914-470

1955 A.E.C. 8-wheeler 24-ft. platform, 11.3 engine, 6-speed gearbox, double drive, air brakes, unladen weight 6.19.5, one careful driver, one owner since new, any trial, £1,500 o.n.o. Ernest Senior, Orchard Place, Rotherham Phone 5414. 914-x5226

A.E.C. Wanted

Monarch, short wheelbase. Full particulars, price. Box CM053, care of "The Commercial Motor." 914-556

ALBION

1956 Chieftain long-wheelbase drop-side £575.

1955 Chieftain long-wheelbase platform, £425.

1949 CX Model long-wheelbase platform, £250.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 914-79

1954 8-wheel double-drive ALBION HD 57 with 25-ft. platform body, Michelin D20 tyres on rear and 10.00 x 20 on front, engine reconditioned 15,000 miles, in exceptionally good condition.

1952 ALBION 25-ton low-loading outfit with winch, etc. knock-out axles in good order.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham 3296-7-8. 914-233

1954 ALBION Chieftain double-deck cattle truck, container body, £585, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-340

ALBION Chieftain, July, 1954, light-alloy body, flat platform, in first-class order, regularly serviced, well tried, £400. C. Hitchcock, Ltd., Fingimrove Mill, Colchester, Essex. 914-x5166

Used Goods Vehicles (contd.)

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EARLY delivery of new ALBION Reiver.

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BROWNHILLS MOTOR SALES.

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Phone. Brownhills 2307, 2335 and 2392. 914-215

1958, June, ALBION Reiver 6-wheeler tipping chassis fitted with new Edbro twin-ram gear and double-drop-sided timber body 20 cu. yd. approx. Leyland engine, double drive, genuine mileage 5,500.

THIS chassis has never been used for tipping work and the whole vehicle is in excellent condition. £1,495.

Fredk. Ray, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 914-458

ONE ALBION Clydesdale LxB drop-sided tipper, FT101A, steel bed with Edbro B and E front-end twin-ram tipper, in perfect condition, fitted with reconditioned engine, George Reid (Transport), Ltd., Mitchell-dean, Glos. Dryh.nook 236-7. 914-492

1955 ALBION Claymore diesel 4-tonner chassis and cab, good condition, including tyres, £225. East 1132. 914-588

ALBION Chieftain tipper (diesel), late 1956, alloy body, 49 Shipton St., York. Phone 55913. 913-x5227

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Bar 2193 (five lines). zzz-860

1950 ATKINSON 8-wheel tipper, drop-side bulk alloy body, £725. Langley Mill Commercial Vehicles, Ltd. Langley Mill 2623, Notts. 914-96

1957 ATKINSON 8-wheel, 24-ft. platform body with sides, new engine recently fitted.

1954 ATKINSON 8-wheel double-drive tipper, alloy body, with Gardner 6LW engine, in good order throughout.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham, Phone, Uppingham 3296-7-8. 914-231

ATKINSON 6-ton twin-ram hydraulic tipper, 12-cu.-yd. body, £850.

ATKINSON 7-ton short-wheelbase hydraulic tipper, Gardner engine, £295, or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-346

CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD.

1958 ATKINSON 8-wheel 6LW tipper, large bulk body, automatic greaser, ready for work.

1959 ATKINSON 8-wheel 6LW tipper, bulk body, latest cab, auto greaser, repainted.

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ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD, AIRDRIE 2881-2-3.

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1954 ATKINSON 4-wheel, fitted P6.

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NEW tandem 27-ft. trailer 10.00 x 20 tyres.

NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres. 914-289

1950 ATKINSON 6-wheeler 21-ft. flat-platform lorry, 6LW Gardner engine, 5-speed gearbox, double drive, mud all round, 40 x 8 tyres, very good mechanically, only needs servicing, £575.

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AUSTIN

1956 AUSTIN 5-ton normal-control petrol drop-side truck, recently repainted, excellent all-round condition, bargain at £285. Trade inquiries welcomed.

A. W. Watkin, Ltd., Vauxhall-Bedford Main Dealers, Shortmead St., Bingley, Leeds. Phone 2021-2-3-4. 914-26

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WHERE STATED.

1955 AUSTIN 3-ton B.M.C. diesel normal-control boxvan, guaranteed, £345.

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1959 AUSTIN A152 Omnivan, 20,000 miles, guaranteed, £375.

1960 AUSTIN A152 13-seater Omnicoach, dun-tone, 19,000 miles, guaranteed, £595.

1960 AUSTIN A55 3-ton van, guaranteed, £425.

1957 AUSTIN 11-ton diesel van, guaranteed, £175.

1955 AUSTIN 11-ton diesel van, £175.

1958 COMMER 5-ton T.S. diesel long-wheelbase insulated boxvan, guaranteed, £395.

CAR MART, LTD.

WELSH HARP.

EDGWARE ROAD, N.W.9.

Mendon 6500. 914-43

R47

Used Goods Vehicles (contd.)

BOTWOODS.

MAJOR'S CORNER, IPSWICH.
Phone 52271.

1958, November, AUSTIN 702 Model, 7-ton long-wheelbase truck, 18-ft. platform with 2-ft. sides, 9.00 x 20 12-ply tyres, £875.
1956 AUSTIN 5-ton forward-control 18-ft. drop-sided truck, B.M.C. 6-cylinder diesel, 8.25 x 20 12-ply tyres, £495.
THE above vehicles have been brought into A1 condition and appearance, and are guaranteed four months, 914-48

AUSTIN 1960 7-ton long-wheelbase twin-ram tipper, 15-ft. 6-in. steel drop-side body, low mileage, as new, 1975.
Below.
AUSTIN 7-ton, 1957, 16-ft. 6-in. platform truck, 2-speed axle, power steering, sound, clean machine, ready for immediate use, £475.
AUSTIN 1957 3-ton forward-control drop-side truck, petrol, low mileage, one careful owner, £325. Below.
AUSTIN 1953 2-ton Luton van, 700-cu.-ft., fitted with replacement B.M.C. diesel engine, 28 m.p.g., £200. Terms.
D. EASTWOOD (COMMERCIALS), 27 Avon Rd., North, Birmingham, 6. Phone, Asst 3467, 914-482
1958 152 15-cwt. Omnivan, sliding doors, £265.
Lee 8585, Carris Motors, Ltd., London, S.E.13. Phone, 914-499

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800 CU.-FT. 1955 AUSTIN diesel, 3-ton Luton van, integral cab, 52 loading, very clean, £375.
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1958 AUSTIN 1-ton diesel van, £325. Sun 0071, 914-139
AUSTIN 10-cwt. van, 1955 (November), grey, unwritten, £225. Keen, Macaulay 3373, 914-273
1958 AUSTIN 5-ton forward-control boxvan, shutter, petrol, taxed, carefully used, perfect condition, £395. Keen, Macaulay 3373, 914-274

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NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.
NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.
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NEW AUSTIN 3-ton normal-control diesel drop-side truck.
NEW AUSTIN Omnivan with hinged cab doors and side-loading door, in primer.
1956 AUSTIN 3-ton forward-control 1,500-cu.-ft. Luton van, body rebuilt and in primer, £395, 914-263

AUSTIN 1956 30-cwt., one owner, taxed December, £175. Wright, 143 Caledonian Rd., London, W.1. Terminus 8642, 915-x516x

DAWNIER MOTORS, LTD.

EWELL, BY-PASS, SURREY.

Phone, Ewell 2382,

NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.
NEW AUSTIN 19-cwt. Omnivan, immediate delivery

1959 AUSTIN 15-cwt. van, heater, £325.
1956 AUSTIN 5-ton diesel forward-control drop-side truck, £345, 914-429

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.
1955 AUSTIN 5-ton truck, P6 diesel, good condition, £195. Edwars 2572, 914-245

BEDFORD

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £450.

NEW BEDFORD TK TIPPERS.

120-IN AND 151-IN. WHEELBASE.

AVAILABLE FOR IMMEDIATE DELIVERY.

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PRESTON.

Preston 4664, 914-356

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1958, December, BEDFORD 35-cwt. truck.
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1956 BEDFORD 5-ton tipper.

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OTHER MAKES AND MODELS ALWAYS

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FROM STOCK.

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Gulliver 5555, 914-50

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NEW BEDFORD 10-ton tractor, 5-speed gearbox, 2-speed axle, Scammell coupling gear, would exchange for tipper.
BEDFORD Kenex 4-berth caravan, £903.
BEDFORD 15-cwt. vans and 12-seaters, choice of six.
NEW BEDFORD 5-ton TK drop-side truck.
NEW BEDFORD 7-ton TK drop-side truck, choice of two.

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BEDFORD MAIN DEALERS.

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NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 7-ton TK 167-in. wheelbase truck, 9.00 x 20 tyres, immediate delivery.
NEW BEDFORD 3-ton normal-control 143-in. wheelbase diesel drop-side truck, immediate delivery.
NEW BEDFORD 7-ton forward-control 120-in. wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.
1957-59 BEDFORD CA vans, good condition, from £150.
FOR immediate delivery of the above new BEDFORDS PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 914-330

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £395. Arnold 7771, 914-136
1960 (Registered) A-type BEDFORD 35-cwt. van with windows and seats, excellent condition, £365. Sun 0071, 914-140

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JOSEPH ELLIS AND SONS, LTD., 30 Coventry Rd., Hinkley 3791, 914-291

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1959 BEDFORD 15-cwt. Workabus (choice of colour).
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A GOOD selection of used CA vans and conversions from £100 upwards.

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NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7.5-ton short-wheelbase tipper, diesel.

NEW BEDFORD TK 7.5-ton long-wheelbase chassis-cab, diesel, 5-speed gearbox.

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PHONE, RIVERSIDE 4111, 914-145

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NEW BEDFORD 7.5-ton forward-control chassis-cab, 350 diesel, 167-in. wheelbase, 5-speed gearbox.
NEW BEDFORD 7-ton forward-control drop-side tipper, 120-in. wheelbase, 5-speed gearbox.

USED BEDFORDS.

1960 BEDFORD Marshall utility Busette CAS, £330.
1959 (Late) BEDFORD 7-ton, 300 diesel, fitted Bode extension, special 21-ft. flat platform body, headboard to cab height, £800, choice of two.
1956 BEDFORD 7-ton platform diesel, £450.
1957 BEDFORD 8-ton tractor unit, reconditioned engine, new tyres, £600.
1956 BEDFORD 10-ton tractor unit, diesel, £500.
1954 Model BEDFORD 5-ton Luton, diesel, £350.
1955-57 BEDFORD 15-cwt. CA vans, from £185; choice of four.

PARSONS AND PARSONS (GARAGES), LTD.

HARLOW, ESSEX.

Phone, Potter Street 121, 914-47

1956 BEDFORD 8-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771, 914-138

1960 7-ton BEDFORD tipper, 300 engine, 2-speed axle, £675.
JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583, 914-416

BEDFORD CA vans, wide choice, at a range of prices.
Great Western Motors, Shepherd's Hill, London Rd., Reading. Phone, Reading 63333, 914-461

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CROWN WORKS,

290 SOUTHBURY ROAD,

ENFIELD.

1956 BEDFORD articulator with 8-ton Carrimore 22-ft. straight-frame trailer, P6 diesel, one owner, excellent condition, £440.

1956 BEDFORD 25-cwt. Standard boxvan, petrol, one owner, excellent condition, £175.

1956 BEDFORD 5-ton boxvan, 850 cu. ft., P6 engine, 2-way loader, one owner, excellent condition £295.

IMMEDIATE DELIVERY.

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HOWARD 4184, 914-126

Used Goods Vehicles (contd.)

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MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—
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1953 BEDFORD 5-ton tipper, £195.
1956 BEDFORD 5-ton diesel truck, £425.
1957 BEDFORD 6-ton diesel truck, £625.
1956 BEDFORD 7-ton R6 diesel tipper, long wheelbase, £625.
1956 BEDFORD 8-ton tractor, Tasker, £150.
1952 BEDFORD 7-ton alloy platform, Comet engine, £145.
1955 BEDFORD 7-ton R6 truck, £525.

OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.

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466-490 EDGWARE ROAD,
LONDON, W.2.

AMBASSADOR 721L. PADDINGTON 0022-8.
914-135

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1954 BEDFORD diesel 7-ton chassis and cab, £175.
1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £495.
1958 BEDFORD 7-ton tipper, steel U body, £475.
1956 57 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.
1954 BEDFORD 7-ton long-wheelbase tipper, Meadows diesel engine, £225.
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BEDFORD 5-ton, 1955, alloy boxvan, 700-cu.-ft. body, exceptional condition, ex-C-litence owner, offers. Below.
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BEDEFORD
MAIN DEALERS.

1960 BEDFORD short-wheelbase, steel-body diesel tipper, £395.
1959 BEDFORD tippers for sale, a fleet of 10 300 cu. in. Bedford diesel engines, fitted with Anthony underfloor gears and 6-cu.-yd. Always Welding heavy-duty steel bodies, cab guards, 316-plate floors, fixed and drop-side, 9,000 x 20 tyre equipment, average mileage 45,000, ready for work.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391.

914-393

1957 BEDFORD 6-ton short-wheelbase petrol tipper (normal control), 6-cu.-yd drop-side body, excellent condition throughout, sensibly priced at £335. Trade inquiries welcomed.

1955 BEDFORD 5-ton petrol (normal control) double-drop-side, good condition, recent repaint, £265. Trade inquiries welcomed.

A. W. WATKIN, LTD., Vauxhall-Bedford Main Dealers, Shortmead St., Binglewade, Beds. Phone 2021-2-3-4. 914-25

1959 Registered ex-W.D. BEDFORD, petrol engine, 1,000-cu.-ft. Luton type vans.

1956 BEDFORD 10-12-cwt. milk float.

1954 BEDFORD A-type reconditioned petrol engine, articulated unit, Tasker coupling, single or twin wheel platform trailers, very clean repainted vehicle.

TWO GATES GARAGE, LTD., Oxford Rd., Ryton-on-Dunsmore. Phone, Toll Bar 3361-2-3. 914-27

J. UROUHART AND SON, LTD., Butts Rd., Alton. Phone 2818.

OFFER the following vehicles:—
1955 BEDFORD 7-ton petrol trucks, choice of two, ERK both well tried and tidy.

1955 BEDFORD 5-ton drop-side truck, P6 engine, good tyres, sound, £270.

BEDFORD 4-ton TK chassis-cab or drop-side truck, 360 diesel, list price.

BEDFORD 7-ton TK drop-side tipper, Telehoist gear, 300 diesel, list price. 914-60

1947 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 914-246

Used Goods Vehicles (contd.)

GET THAT COMMERCIAL FROM G.T.C. COMMERCIALS, LTD.

1960 BEDFORD diesel 7-ton J model tipper, steel body, £775.
1960 BEDFORD 3-4-ton long-wheelbase drop-side truck, 3,000 miles only, as new, £595.
1959 BEDFORD diesel 7-ton boxvan, separate cab, 900 cu. ft., 2-speed axle, £625.
1957 BEDFORD 7-ton long-wheelbase drop-side truck, one C-litence owner, very clean, £260.
1956 BEDFORD 7-ton long-wheelbase tipper, twin-ram gear, woodey body, £250.
1955 BEDFORD diesel 5-ton long-wheelbase drop-side tipper, wooden body, one owner, £140.
1954 BEDFORD diesel 5-ton long-wheelbase drop-side truck, one C-litence owner, £255.
1954 BEDFORD Scammell 10-ton unit and 21-ft. trailer, £225.

28 BOW ROAD, London, E.3. Advance 5242-3. (30 yd. from Bow Rd. Tube Station). 914-396

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 914-259

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. Mansfield Autos, Ltd., High Rd., Broadbourne, Herts. Hoddesdon 4567. 914-256

1955 BEDFORD S 7-8-ton R6 diesel 17-ft. alloy-bodied platform truck, one owner from new, clean cab, body as new, tyres good, bargain, £295. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Maiden 5342. 914-366

GREAT WESTERN MOTORS.

SHEPHERD'S HILL (A4),
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READING 61333.

MAIN DEALERS FOR BEDFORD IN OXON AND BERKS.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

TK BEDFORD 7-ton long-wheelbase chassis-cab.
TK BEDFORD 5-ton long-wheelbase drop-side truck.
JO BEDFORD 10-12-cwt. pick-up.
K KENEX 4-berth Carrefree caravan.
NEW vans, all colours.

LARGE selection of quality used trucks at the right price.
INSPECT our stock before making your choice.

1958 BEDFORD diesel 6-ton drop-side, £485.

1958 BEDFORD diesel 3-ton drop-side, £425.

1957 BEDFORD diesel 3-ton long tipper, £295.

USED 10-12-cwt. BEDFORD vans, from £150.

GREAT WESTERN MOTORS, READING.

1959 BEDFORD CA 15-cwt. van, primer, 25,000 miles, £320.

1957 BEDFORD Workbus Utility, one owner, heater, recently overhauled, £315. Wheelers (Newbury), Ltd., Newbury. Phone 1020. 914-286

1960 BEDFORD 7-ton 300 diesel alloy platform, 2-speed axle, 9,000 x 20 tyres, very clean machine, £850. Cop 4777 or 4713. 914-441

BEDFORD CA vans, conversions and trucks, also other makes, good selection. City Motors, Ltd., Botley Rd., Oxford. Phone 48024. 914-462

LATE 1955 BEDFORD normal-control diesel tractor chassis with Tasker drop-frame trailer.

JEFFREYS COMMERCIAL MOTORS. Phone, Swansea 72415 (three lines). 914-210

Bedford Wanted

BEDFORDS ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,

LONDON, S.E.1.

Greenwich 2033-4.

zzz-894

BEDFORDS wanted.

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BEDFORDS wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. zzz-734

BEDFORD 7-ton long-wheelbase diesel tipper, 2-speed axle with Bedford engine, or single axle, 5-speed box with Leyland engine.

HARTWELLS GARAGES, LTD., 313 Banbury Rd., Oxford. Phone, Oxford 47611. 914-6108

WANTED, 1960 BEDFORD diesel 7-ton long-wheelbase 18-20-ft. drop-side body, single or 2-speed axle, 9,000 x 20 tyres, state mileage and price. Toomers (Transport), Ltd., 59 Vastern Rd., Reading. Phone 54461. 914-1

TWO BEDFORD (diesel) 7-ton long-wheelbase tippers, not less than average condition. State details and price. Ouseley, Castle Boulevard, Nottingham (phone Nottingham 45024, ext. 22). 914-106

Used Goods Vehicles (contd.)

BEDFORD 12-15-cwt. vans and utilities wanted.
DICKS CAR SALES, LTD., Exeter Rd., London N.W.2. Gladstone 7175. 914-251

B.M.C.

J. UROUHART AND SON, LTD., Butts Rd., Alton. Phone 2819, offer the following vehicle:—
1956 B.M.C. 7-ton truck, 2-speed axle, power steering, 5.1, diesel, £345. 914-70

WHIPPLES, L. TD.

GRANTHAM,

Phone 267-8.

AFTER HOUR 1699.

1959, January, B.M.C. Morris 7-ton diesel truck, clean and unlettered, price £625.
1955, September, B.M.C. Austin 5-ton diesel truck, cheap to clear (one owner), price £195. 914-16

MIDLAND VEHICLE AGENCY offer:—

1955-56 B.M.C. forward-control boxvan, 650 cu. ft., £275.
560 COVENTRY RD., Birmingham, 10. Victoria 6049. Evenings, Northern 8744. 914-187

1960 B.M.C. 7-ton long-wheelbase 15-ft., 6-in. steel body, drop-side tipper, 9,000 x 20 tyres, exceptional machine throughout, £975.

1957 B.M.C. 7-ton 16-ft., 6-in. platform truck, 2-speed axle, power steering, 9,000 x 20 tyres, very clean machine, £475.

1959 B.M.C. 3-ton forward control, 14-ft., 6-in. drop-side body, petrol engine, genuine mileage 29,000, unmarked, £425.

1953 B.M.C. 2-ton Luton van, 700-cu.-ft. body, replacement engine, £200.

D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham, 6. Phone, Ast 3467. 914-486

1956 B.M.C. 5-ton truck, diesel, in good order, £225. Hawkins, Green Street Green, Darford, Kent. 914-465

COMMER

1960 1-ton COMMER diesel van, colour grey, unwritten, mileage 16,000, in first-class order throughout, price £475.

CHURCH STREET GARAGE, Church St., Luton, Beds. Phone, Luton 2435-6. 914-61

1959 COMMER 612 6-ton truck, one owner-driver, recent recondition, C105 underfloor engine fitted, really superb condition, excellent tyres, 6,000 A.B. Motors, Canterbury Rd., Kilburn, London, N.W.6. Phone, Maids Vale 4787. 914-14

NEW COMMER York 6-wheel alloy 22-cu.-yd. tipper for grain or coal.

1960 COMMER Unipower 6-wheel 22-ft. platform, low mileage, £1,450.

1960 COMMER short-wheelbase 6-yd. tipper, excellent, £1,050.

1957 COMMER 18-ft. drop-side, one owner, £495.

1957 COMMER Superpave P6 16-ft. drop-sider, latest shape, £345.

1958 COMMER 15-cwt. normal-control personnel carrier, 14,000 miles, £375.

1959 COMMER 8-cwt. EDV, estate-car fittings, £335.

LOWEST H.P. Open Sunday mornings. Exchanges.

JOHN JORDAN, Official Rootes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 914-161

HUNTER VEHICLES, LTD.

CROWN WORKS,

290 SOUTHBURY ROAD,

ENFIELD.

1959 COMMER 4-ton boxvan, 850 cu. ft., petrol, excellent condition, one owner, £450.

IMMEDIATE DELIVERY.

HIRED-PURCHASE TERMS ARRANGED.

HOWARD 4184.

914-125

1957 TS3 COMMER long-wheelbase tipper, £475, Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 914-95

1957 7-ton heavy oil forward-control Luton-type removal van, low mileage, one owner, £950.

CLAYTON CARS (LONDON), LTD., 17 Bristol Place, London, W.1. Hyde 9184-5. 914-238

1959 COMMER TS3 artic. unit and Hands 25-ft. 10-12-ton trailer, in excellent order.

1958 COMMER TS1 7-ton long-wheelbase drop-side lorry, 18-ft. body, in excellent order, £350, choice of three.

TERMS and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 914-300

1957 COMMER 7-ton TS3 diesel long-wheelbase 18-ft. drop-side truck, 9,000 x 20 tyres, excellent condition, £485. A and L Vehicle Supply Co., 27-41 Gravel Lane Salford 3. Phone, Manchester, Blackfruits 1511. 914-352

1959 COMMER TS1 platform long-wheelbase flat, 9,000 x 20 tyre equipment, one owner, £650.

NORTH CHESHIRE MOTORS, LTD., Warrington 33271. 914-327

1955 COMMER TS3 long-wheelbase platform truck, ex-C-litence owner, fitted heater, H.D. tyres and springs and Teleleader sack hoist, primer finish, £350. Wheelers (Newbury), Ltd., Newbury. Phone 1020. 914-235

COMMER Superpave 3-ton drop-side truck 1954, £75 overhaul, excellent machine throughout, £165.

COMMER 15-cwt. diesel, personnel carrier, 1957, bargain £220.

D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham, 6. Phone, Ast 3467. 914-487

Used Goods Vehicles (contd.)

1956 COMMER TS3 drop-side truck, excellent condition, £425.
A CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middx. Phone, Feltham 5888. 914-400

1956 TS3 COMMER 5-ton forward-control double-drop-side truck, £275.
1960 October, TS3 COMMER 7-ton forward-control lorry, 9.00 x 20 tyres, 5-speed gearbox, Eaton 2-speed rear axle, hydraulic gear and 8-cu.-yd. body (calibrated), 9,400 miles only, cost £2,215, will accept £1,625.
CARRIS MOTORS, LTD., London, S.E.13. Phone, Lee 8585. 914-498

Commer Wanted

KARRIER wanted. Karrier Bantam 2-ton truck, van or tractor, or cab and chassis, three required, 1954 on. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 38617. 915-6135

WANTED, COMMER Gamecock, 3-4-ton chassis with crew-type cab, diesel engine. William Oldham and Sons, Ltd., 44 Parliament St., Dukinfield, Cheshire. 915-6133

DODGE

DODGE DISTRIBUTORS

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GLOUCESTER, HEREFORDSHIRE,
WILTSHIRE.

H. R. WILSON-SCOTT, L. TD.

MONK MEADOW, GLOUCESTER.
Phone, Gloucester 24447-8. 914-162

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED.

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1959, July, DODGE 8-tonner, 20-ft. platform, Leyland engine, power steering, air brakes, excellent, £995.
1956 DODGE 8-ton, 18-ft. platform, type 146R6, new 9.00 x 20, £450.
LOWEST H.P. arranged; exchanges. Open Sunday mornings.
JOHN JORDAN, Official Rootes Agents, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 914-162

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, L. TD.

200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.
PERKINS diesel, every facility. 914-63

1954 DODGE 7-ton diesel long-wheelbase drop-side truck, 5-speed box, good all-round condition, bargain at £280.
A. W. WATKIN, LTD., Vauxhall-Bedford main dealers, Shortmead St., Biggleswade, Beds. Phone 2021-2-3-4. 914-24

1960 DODGE choice of three, 19-ft. platform, two Comet, one Super Comet, power steering, from £1,319. Hannibal Movements, Ltd., 2 Rangoon St., E.C.3. Royal 8508 and 7174. 915-6145

BARGAIN! Must be cleared at once, 1957 DODGE 8-cu.-yd. tipper, R6 engine, 2-speed Eaton axle, reconditioned tipper gear, engine and body, excellent condition, £495. Demonstrations arranged. Locomotors, Ltd., 392-8 Moseley Rd., Birmingham, 12. Phone, Calthorpe 0331. 914-87

1960 DODGE 3145AY long-wheelbase tipper, Leyland engine, power steering, 9.00 x 29 tyres, clean, sound motor throughout.

LANGLEY MILL COMMERCIAL VEHICLES, LTD., Langley Mill 2623, Notts. 914-499

DODGE 1955 7-ton model 146AR6, 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £350.
ROWBERRY'S GARAGE, Oxhill Rd., Handsworth, Birmingham. Northern 3539. 914-189

1955, October, 7-ton DODGE, type 146R6, 18-ft. 6-in. pannell sides, £325. David Farmer, Haulage Contractor, Rock, Kidderminster. Phone, Rock 204. 914-5197

1955 DODGE long wheelbase reconditioned P6 engine. Pilot tipping gear, extension sides, for quick sale, £365.

THE RELIANCE GARAGE (NORWICH), LTD., The Heath, Norwich. Phone 28911-5. 914-476

1960 DODGE 7-ton long-wheelbase lorry, 19-ft. 6-in. body, 9.00 x 20 tyres, Leyland engine, power steering, air brakes, heater, flashers, low mileage, £1,295.
FREDERICK RAY, LTD., Grovebury Rd., Leighton Buzzard. Phone 2192. 914-460

ERF.

ERF. Tractor unit, 1951, 8th pin, 6LW 557 gear-brakes, £675. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 914-91

ERF. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195 or H.P. arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-338

1945 ERF. Twin Steer, completely rebuilt at ERF, works in October, 1954; A.E.C. 7.7 engine in sound running order, complete with 20-ft. platform with or without 21-ft. 3-ster sheep and cattle container. NY offers to Thomas Muckle and Sons, Ltd., Rothbury, Northumberland. 915-6172

FODEN

TWO 1948 FODEN 18-ft. flat bodies, good tyres, 4LW, C-licence operator, flat-front cabs, smart condition, £325. Edgware 2572. 914-247

A34

Used Goods Vehicles (contd.)

1953 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £600. 4 Carruthers St., Liverpool, 3. Central 2047. 914-332

1951 8-wheel double-drive 24-ft. flat, 6LW, good running order, £385. J. R. Swanston, Coinbrook 2741, Bucks. 914-418

NEW FODEN 6-wheel fitted with 6-yd. concrete mixer, for immediate delivery. Box CM1417, care of "The Commercial Motor." 914-589

FORD THAMES AND FORDSON

1959 Trader 6D 7-ton long-wheelbase drop-side, good mechanical order, recent repaint, well worth £640.

1957 4D (normal control) 4-ton (heavy duty) long-wheelbase platform truck, £375.

A. W. WATKIN, LTD., Vauxhall-Bedford main dealers, Shortmead St., Biggleswade, Beds. Phone 2021-2-3-4. 914-23

LAMBERTS OF KINGSTON, L. TD.

MAIN FORD DISTRIBUTORS.

TRADER, 1959, 6-cu.-yd. tipper, fully reconditioned, with new steel body and tipping gear, £995, o.n.o.
1400 LONDON R.U., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or after hours, Elmbridge 0485. 914-67

1959 Thames Trader, 7-ton Anthony hoist tipper gear, choice of two, guaranteed, £725. 914-137

1960 FORD Thames Trader tractor unit, fifth wheel coupling, two-line air brakes, £750.

MILLBURN MOTORS, LTD., Glasgow, N.I. Phone, Bell 4977. 914-175

HUNTER VEHICLES, L. TD.

CROWN WORKS,
290 SOUTHBURY ROAD,
ENFIELD.

1956 THAMES chassis-cab, 157-in. wheelbase on condition, £175 each, choice of several.

1956 THAMES truck, 3-ton D.D., hard wood floor, loading board, single colour, one owner, excellent condition, £250.

1956 THAMES boxvan, 525 cu. ft., 2-way loader, excellent condition throughout, one owner, £285.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

914-127

NEW Trader 75, 18-ft. alloy platform.

NEW Trader 5-ton, 152-in. wheelbase, 4D, low frame, chassis-cab.

1960 6D Trader Primrose 6-wheeler chassis-cab, £800.

1960 6D Trader 12-ton articulated outfit, S.A.E. pin, 25-ft. platform, very low mileage, £1,150.

1960 6D Trader Standard 7-yd. steel tipper, 26,000 miles, £675.

1959 6D Trader 7-ton 17-ft. drop-siders, choice of two, £545.

1958 6D Trader 5-ton 16-ft. 6-in. drop-siders, one owner, clean, £500 each.

1958 6D Trader Standard 7-yd. steel tipper, one owner, £450.

1956 4D Trader 16-ft. drop-sider, 25 m.p.h., £285.

1952 E.T. 7, 16-ft. steel drop-sider, reconditioned P6, £165.

LOWEST H.P., exchanges. Open Sunday mornings.

JOHN JORDAN, official Ford retailers, Manor Garage, Great North Rd., Sandy, Beds. Phone 271. 914-160

1959 Thames Trader 7-ton tippers, choice of four.

1959 Thames Trader 5-ton tippers, choice of three.

1959 7-ton Thames Trader truck.

1958 7-ton chassis-cab.

NORMAN REEVES (MOTORS), L. TD.

215-218 HIGH STREET,
UXBRIDGE, MIDDLESEX.
Uxbridge 33444. 914-383

MIDLAND VEHICLE AGENCY OFF—

1958 Trader 6D, 1,500 cu. ft. Luton van, £750.

1958 Trader 4D long-wheelbase truck, £395.

560 COVENTRY RD., Birmingham, 10. Victoria 6040; evenings, Northern 874. 914-188

GORDON KING MOTORS, L. TD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.

1955 THAMES 4D diesel van, recent reconditioned engine, price £195.

1951 THAMES 1,350-cu.-ft. pantechnicon, Balco chassis extension, Perkins P6 diesel engine, price £135.

MITCHAM LANE, S.W.16. Streatham 3133-4. 914-389

1958 Thames Trader 6-yd. tipper, £625; and a 1955 FORDSON 5-yd. tipper, in excellent condition, diesel, £325. Highway Coaches, St. Albans 54242. 914-371

Used Goods Vehicles (contd.)

GET THAT COMMERCIAL

FROM

G.T.C. COMMERCIALS, L. TD.

1,600 CU.-FT. Thames Trader diesel Luton van, separate cab, superb body, one C-licence owner, £700.

800 CU.-FT. 1957 FORD 4D diesel, 3-4-ton boxvans, integral cabs, coachbuilt bodies, choice of two, £250 each.

800 CU.-FT. 1952 FORD 4D diesel Luton van, £110.

1960 Thames Trader 7-ton long-wheelbase tipper, 16-yd. steel body, twin-ram gear, first-class machine, £900.

1960, April, Thames Trader 7-ton long-wheelbase drop-side truck (don't expect it to be like new), £375.

1960 Thames Trader tippers, Hydrovac brakes, short and medium wheelbase, choice of four.

1959 Thames Trader, Scammell artic unit, 2-speed axle and 25-ft. York trailer (Scammell coupling), very clean outfit, £950.

1958 Thames Trader 5-ton long-wheelbase drop-side truck, Balco extension, 23-ft. body, Burtonwood tail lift, £525.

1955 FORD 4D diesel 5-ton long-wheelbase drop-side truck, one owner from new, £200.

28 BOW RD., London, E.1. Advance 5242-3. (30 yds. from Bow Road Tube Station.) 914-397

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572. 914-250

1959 7-ton Thames Trader pantechnicon, low mileage, wonderful condition, £1,350.

CLAYTON CARS (LONDON), LTD., 17 Bruton Place, London, W.1. Hyde 9184-5. 914-217

1959 THAMES Trader 6D 7-ton 138-in. platform truck, in excellent condition throughout.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham. Phone, Uppingham 3296-7-8. 914-234

1960, October, Thames Trader 7-ton Edbro tipper, Hydrovac brakes, in first-class order.

1959 Thames Trader County 6-wheeler, 21-ft. flat body, air brakes and extras, in excellent order, £850.

1960 Thames Trader 7-ton long-wheelbase truck, 18-ft. body, in excellent order, £700.

ALSO many other good Traders and Fordsons in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 914-303

1960 THAMES Trader 7-ton short-wheelbase Anthony hoist, drop-side steel tipper, 9.00 x 20 tyres, £850 or terms arranged.

1956 FORD 4D 4-ton short-wheelbase hydraulic tipper, £250, or terms arranged.

1954 FORD 4D 3-ton drop-side truck, £250.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-343

1960 Trader 7-ton 6D diesel long-wheelbase drop-side truck, £725.

1960 Trader 5-ton 6D diesel long-wheelbase drop-side truck, £715.

1958 Trader 4-ton, 4D diesel, platform, £325.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 914-428

TRADER, late 1960, Hydrovac brakes, 6-wheel County 23-ft. body, 27,000 miles, exceptional vehicle, £1,250. Phone, Cop 4777 or 4713. 914-439

1958 THAMES Trader 5-ton 4D drop-side truck, £550.

1957 THAMES Trader 5-ton 6D platform, £500.

1958 THAMES Trader 7-ton long-wheelbase platform, £720.

1958 THAMES Trader 3-ton 4D Luton, 900 cu. ft., £700.

1959 THAMES Trader 6D artic. unit, Brockhouse automatic, Eaton 2-speed axle, heater, £900.

1959 THAMES Trader 6D artic. unit, Brockhouse automatic, heater, £775.

1960 THAMES Trader 6D 6 x 4 platform, power steering and air brakes, £1,900.

1957 THAMES Trader 5-ton 4D drop-side truck, £400.

1958 THAMES Trader 7-ton 6D drop-side truck, £650.

1954 THAMES 4D 650-cu.-ft. Luton, £230.

1956 THAMES 4D 1,100-cu.-ft. Luton, recent engine overhaul, £450.

LATE 1959 THAMES 15-cwt. van, £325.

FRANK G. GATES, LTD., Gates Corner, E.18. Wansted 6633. 914-517

1959 Trader 7-ton long-wheelbase twin-ram tipper, 14-cu.-yd. fixed-side wood body, 9.00 x 20 tyres, milk, £675.

ALSO 1958 (October), £575.

ONLY three of this magnificent fleet of 17 now available, below.

1960 FORDSON 4D 2-ton drop-side truck, genuine 13,000 miles, as new, £495.

1956 FORD 4D 2-ton Luton van, very clean and well maintained, body approximately 650 cu. ft., £365.

1955 FORD 4D 2-ton drop-side truck, very clean, one owner, £220.

1955 FORD 4D 30-cwt. drop-side truck, very clean, £215.

1956 FORD 5-ton long-wheelbase drop-side, P6 engine, ready for work, £245.

1954 FORD 4D 3-ton long-wheelbase drop-side, needs repaint, £165.

1960 Trader 2-ton drop-side (petrol) truck, 12,000 miles only, £575.

1958 Registered FORD 4 x 4 3-ton ex-W.D., running order, ideal for spares, £65.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd., North, Birmingham, 6. Phone, Ast 3467. 914-488

ONE 5-ton 6D long-wheelbase truck, 1959, good condition.

1958 5-ton Trader, 4-cylinder diesel, very good condition.

1959 Thames Trader 6D 6-cu.-yd. Anthony drop-side on 9.00 x 20, immaculate vehicle.

COOMBS SERVICE STATION (FORD Main Dealers), By-pass Rd., Guildford 62962. 914-533

Used Goods Vehicles (contd.)

1959 7-ton drop-side steel bodied FORD Trader tipper, magnificent condition, 6500. Peart Garage, Sheffield. Phone 29139 and 399529. 914-608

1959 60 FORD 5-cwt. Thames van, excellent condition, £245. Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046-8. 914-261

Ford Thames and Fordson Wanted

USED Thames 4D trucks and Lutons 1957-60, Ferraris of Crickwood, Ltd. 200-220 Crickwood Broadway, N.W.2. Gladstone 2234-5-6-7. 914-64

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandelers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2933-4. 914-434

GUY

1959 GUY Warrior tractor unit, Leyland engine, fifth-wheel coupling, 25-ft. Primrose semi-trailer. OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201-4. 914-76

KARRIER

Karrier Wanted

KARRIER Gamecock truck wanted, diesel engine, brief details and price to S. G. Young, 154-6 Blackfriars Rd., S.E.1. Phone, Waterloo 3131. 915-6156

URGENTLY, Several KARRIER Bantam and CK3 (diesel) long-wheelbase trucks and J-type units; inspection where lying, W.E.M. Motors (Wimborne), 506-508 Kingston Rd., London, S.W.20. Phone, Malden 5342. 914-368

LEYLAND

1954 LEYLAND Comet, model ECO2-1R medium-tipping vehicle, 13-ft. 6-in. wheelbase, 15-ft. by 7-ft. 6-in. composite body, 4-ft. fixed sides, O.350 engine, 900 x 20 tyres, reconditioned throughout. ISLES, LTD., Stanningley, Pudsey, Yorkshire. Phone, Pudsey 5001. 914-6086

LEYLAND Steer flat platform, first registered April, 1957, reconditioned engine and gearbox, hubs, brakes and steering overhauled November, 1960, complete with 4-wheeled trailer, full air brakes and 2-deck container, whole outfit in perfect condition, unladen weight 5 ton 15 cwt. Ben Motors, Ltd., Muir of Ord. 914-6131

1948 LEYLAND Comet flat, new body, good runner, £275 or offer. Hannibal Movements, Ltd., 2 Rangoon St., E.C.3. Royal 8568 and 7174. 915-6146

WHALEBONE MOTORS, LTD.

1957 LEYLAND Steer, 600 engine, air brakes, 23-ft. 6-in. platform body.

LEYLAND 6-wheeler, 600 engine, double drive, boxvan body.

LEYLAND 8-wheeler, 600 engine, double drive, platform body, late type cab.

LEYLAND Comet, 90 engine, cattle container body.

LEYLAND 4-wheeler, 600 engine, boxvan body.

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,
CHADWELL HEATH, ESSEX.
Phone, Seven Kings 5282. 914-54

1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition, £950. Upminster 5350. 914-133

1947 Octopus long-wheelbase, double drive, choice of two from £525.

1948 Beaver long-wheelbase platform, £325.

1955 Comet long-wheelbase platform, £550.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 914-80

1955 LEYLAND Octopus flat platform, excellent condition, £1,000.

1957 LEYLAND Comet Scammell tractor unit, £875.

MILLBURN MOTORS, LTD., Glasgow, N.I. Phone, Bell 4977. 914-170

BROWNHILLS MOTOR SALES,

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EARLY delivery of new LEYLAND Comets and Super Comets.

SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 914-216

1959 LEYLAND Super Comet, as new condition, only 40,000 miles, £1,500 under list price.

LEYLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 914-222

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 914-248

LEYLAND Steer, 1956, 600 engine, platform body, air brakes and 4-wheeled Dyson trailers.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 914-324

1955, November, LEYLAND Steer long-wheelbase 19-21-ft. tipper, 600 diesel, twin-ram end tipper, fitted stabilizer, air brakes, alloy body, excellent condition, £985. A. and L. Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3. Phone, Manchester Blackfriars 1511. 914-351

1954 LEYLAND Comet short-wheelbase hydraulic tipper, alloy body, 2-speed axle, £425 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-337

Used Goods Vehicles (contd.)

1955 LEYLAND Comet forward-control platform truck, good condition, £325.

CAPITAL MOTOR CO. LTD., Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456. 914-387

1950 LEYLAND 8-wheeler, double drive, 600 engine, perfect.

PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Vandyke 6188. 914-454

MORRIS AND MORRIS-COMMERCIAL

1959 (Late) MORRIS 32 15-cwt. van, in very good condition, unwritten, one owner, £350.

DEARDS MOTORS, LTD., Main Ford Dealers, 43-45 Acre Lane, Brixton, S.W.2. Bri 6431; and 53 South Side, Clapham Common, S.W.4. Mac 5495. 914-6119

MORRIS LD02, 30-cwt. diesel bulk capacity van, 1956 models, good tyres and mechanical condition, choice of three, £260 each.

L. BOUTS MOTORS, LTD., Stafford St., Wolverhampton. Phone 23295-6-7. 914-6125

1957, August, MORRIS 5-ton long-wheelbase diesel, boxvan body, approx. 850 cu. ft., rear roller shutter door, ex private company, £350. Wellington Garage (Oldham), Ltd., Huddersfield Rd., Oldham. Phone, Main 9109. 915-6153

1957 LCFO 2-ton van, finished blue, unwritten, fitted heater, diesel engine, good order, £450.

1957 MORRIS LD1 1-ton van, finished blue, petrol engine, sound condition, £250.

F. FRANK WATSON (CROYDON), LTD., Thornton Heath 4221. 914-239

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

1955, July, 1-ton LD van (petrol), one owner, £185.

1957, October, 3-ton drop-side truck, heater, F.C. diesel, one owner, £350.

1955, November, 30-cwt. LD van (diesel), coach panelled 8,000 miles, one owner, new engine, £385.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 914-558

EX-WD 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 914-802

EX-ARMY MORRIS short-wheelbase, 4 x 4, short drop-side body (perfect condition). G. W. Lawes, Well End, Friday Bridge, Wisbech. Phone, F. Bridge 272. 916-6159

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PARADISE MOTORS, Geldard Rd., Birstall, Yorkshire. Phone, Morley 3029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 222-830

SEDDON

1955 SEDDON 7-ton platform truck, diesel, 18-ft. body, £245. Barnett 1066, 9 a.m. to 6 p.m. 914-144

1954 SEDDON Tractor, Perkins R6 Mk. II, David Brown 5-speed box, Eaton 2-speed axle, B.T.C. 12-ton, 22-ft. 6-in. drop-sided trailer.

PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 914-150

1956 SEDDON MK. 5L, 16-ft. 6-in. drop-side truck with canvas lift, unladen weight 3 tons 4 cwt., £450. Costee and Edwards, Nottingham 46674. 914-208

1957 SEDDON MK. 15 71-ton long-wheelbase platform lorry, £750 or terms arranged.

1949 SEDDON 6-ton P6 long-wheelbase flats, from £125 or terms.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-345

1956 SEDDON Model 14, 3LW Gardner, Kirkstall worn axle, long-wheelbase new flat, air brakes, one owner, £850.

NORTH CHESHIRE MOTORS, LTD., Warrington 33271. 914-328

1949 SEDDON tractor unit, P6, 5-speed box with 2-speed axle, ready for work, £145. Edgware 914-445

1955 SEDDON 4-ton platform truck, diesel, £245. Danner Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382. 914-432

SENTINEL

SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 914-330

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1957 STANDARD Vanguard diesel van, very good tyres, £195. Edgware 2555. 914-444

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EX-WD 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 914-803

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WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL

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FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Masiff 14-ton G.V.W. 4-wheel chassis-cabs. 914-262

Used Goods Vehicles (contd.)

1955, December, THORNYCROFT Sturdy Star boxvan body, very clean, good tyres, ex-private firm, £525, or terms arranged.

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SEVEN 1955 TROJANS, P3 Perkins, large capacity boxvan bodies, ex-fleet of large biscuit manufacturer, all in excellent condition, £165 each. Edgware 2555. 914-446

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Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £165. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialized coachwork, service and parts departments.

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OFFICIAL TECAUMET FITTING STATION.

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1956 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.

1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.

1955 BEDFORD 5-ton A-type 12-ft. by 17-in. steel fixed-sided tipper, petrol.

1954 BEDFORD 7-ton B-type 14-ft. by 4-ft. timber fixed-sided tipper, R6.

1955 COMMERC Q4 P6 9-ft. by 3-ft. timber drop-side tipper.

1958 COMMERC TS3 with Boys third axle, 18-ft. by 4-ft. timber fixed-sided tipper, air brakes.

1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.

1958 DODGE 7-ton R6 with Boys third axle, 15-ft. 6-in. by 4-ft. timber fixed-sided tipper.

1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-side tipper.

1958 LEYLAND Comet forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. steel fixed-sided tipper.

1956 LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. 6-in. alloy double-drop-side.

1956 LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. 6-in. alloy drop-side tipper, with 18-in. alloy extension.

1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.

1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.

1957 LEYLAND Comet short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber fixed sides.

P. PLATFORM.

1956 ALBION Reiver, 22-ft. timber platform.

1955 ALBION Reiver, 22-ft. timber platform.

1958 ALBION Chieftain, 18-ft. timber drop side.

1954 LEYLAND Comet forward-control medium-wheelbase 16-ft. 6-in. alloy flat.

1953 LEYLAND Comet normal-control medium-wheelbase 16-ft. 6-in. timber flat.

1957 BEDFORD 7-ton 300 diesel 16-ft. 6-in. timber drop-side.

1956 BEDFORD 7-ton R6 16-ft. timber flat.

1956 BEDFORD 5-ton P6 16-ft. timber flat.

1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.

1952 ATKINSON 7-ton, 4LW, 16-ft. timber drop-side.

1952 E.R.F., 6LW, 24-ft. timber drop-side.

1955 SEDDON 6-ton, P6 16-ft. timber flat.

1953 THORNYCROFT 7-ton, 18-ft. timber drop-side.

1957 COMMERC TS3, 19-ft. timber drop-side.

1956 COMMERC TS3, 16-ft. 6-in. timber drop-side.

1958 COMMERC TS3, 16-ft. 6-in. timber drop-side, air brakes.

1956 DODGE 6-ton, P6, 17-ft. timber flat.

1955 DODGE 6-ton, P6, 16-ft. timber drop-side.

1954 DODGE 6-ton, P6, 17-ft. timber flat.

1957 FORD Thames 4D, 16-ft. 6-in. timber drop-side.

1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.

TRACTOR UNITS.

1958 B.M.C.-SCAMMELL tractor unit.

1957 BEDFORD 8-ton tractor, Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.

1958 FORD Trader 6D tractor, fitted with a Cartmore 23-ft. trailer, fixed-pin-type coupling.

VANS.

1956 ALBION Claymore 900-cu.-ft. alloy boxvan.

1956 ALBION Chieftain 900-cu.-ft. boxvan.

FORD AND SLATER, LTD.

LEYLAND, ALBION,

GWENDOLEN ROAD, LEICESTER.

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Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, L. TD.
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BEDFORD.
IF IT IS VALUE FOR MONEY YOU WANT WITH A
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BOOTLE 4343.

WE KNOW WE WILL HAVE THE USED MACHINE
THAT YOU ARE LOOKING FOR, AT THE PRICE
YOU HAVE IN MIND. A SELECTION OF WHICH
WE OFFER BELOW.

TRACTOR UNITS.

- 1957 BEDFORD 8-ton Scammell 300-cu.-in. diesel tractor unit, excellent tyres.
- 1956 BEDFORD-SCAMMELL 8-ton diesel tractor unit, P6 engine, choice of two.
- 1958 COMMER TS3 Scammell tractor unit.
- 1958 AUSTIN Scammell diesel tractor unit.

TIPPERS.

- 1960 FORD 6D 7-ton short-wheelbase all-metal tipper, one owner from new, Michelin tyres, just fitted new gearbox assembly, in excellent condition and not to be confused with the normal hire-purchase repossession type of vehicle. Quality Tested and painted in your colours.
- 1957 BEDFORD 7-ton long-wheelbase. Pilot twin ram gear, 14-ft. 6-in. high-sided body, red, in good condition, ready for immediate use.
- 1959 BEDFORD 5-ton J-type twin-ram tipper, 12-ft. 6-in. tipping body, Quality Tested.
- 1959 BEDFORD 5-ton normal-control single-ram tipper, wooden fixed-sided body, 2LN Edbro tipping gear, low mileage, in excellent condition.
- 1955 BEDFORD 7-ton short-wheelbase U-shaped all-metal-bodied tipper, fitted B.M.C. diesel engine and gearbox, £175.
- 1955 DODGE short-wheelbase tipper, P6 diesel engine, 5-speed gearbox, 2-speed axle, good tyre equipment.

6-WHEELERS.

- 1957 BEDFORD Comet engine long-wheelbase Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout.
- 1958 BEDFORD Boys 6-wheeler, 9.00 x 20 12-ply tyres, double floor, in excellent condition, 2-speed axle.

TRUCKS.

- 1958 BEDFORD long-wheelbase platform truck, fitted with new 15-ft. body, high loading board, low mileage, first-class condition. Quality Tested.
- 1953 BEDFORD A-type platform trucks; choice of two.
- 1955 BEDFORD 7-ton long-wheelbase platform truck, diesel, excellent tyre equipment, cheap.
- 1951 ALBION Chieftain 17-ft. 6-in. flat.
- 1953 As above.
- 1959 BEDFORD 7-ton 300-cu.-in. diesel platform truck, standard body.
- 1958 BEDFORD 7-ton long-wheelbase platform truck.
- 1952 BEDFORD O-type long-wheelbase platform truck, £125.
- 1953 SEDDON P6, 5-speed box, long-wheelbase platform truck.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS
AT YOUR PREMISES. DISTANCE NO OBJECT. AT
ANY TIME TO SUIT YOUR OWN CONVENIENCE.

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MAIN DISTRIBUTORS FOR GUY HEAVY
COMMERCIAL VEHICLES AND YORK TRAILER
AND THIRD AXLES.

**NEW VEHICLES AVAILABLE FOR
IMMEDIATE DELIVERY.**

- YORK HW2 14-ton platform trailer, 26 ft. long.
- 1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in.-long coal body.
- 1958 LEYLAND Comet forward-control tipper with 15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy coal body.
- 1959 FORD Trader 6D engine tipper with steel body.
- 1958, October, DODGE 1145V, Comet engine, Eaton 2-speed, 15-ft.-long by 4-ft.-high wooden coal body.
- NOVEMBER, 1957, ATKINSON 8-wheel tipper, A.E.C. 11.3 engine, 5-speed gearbox, double drive, all-alloy coal tipping body.
- 1958 DODGE platform lorry.
- 1957 B.M.C. 6-wheel tipper, Boys trailing axle, 5-speed, 17-ft. 6-in.-long coal body.
- GUY Warrior light 6-wheeler coal tipper, complete with wood and alloy body.
- 1958 BEDFORD S-type 7-ton medium-wheelbase coal tipper, 2-speed axle.
- 1955 BEDFORD 5-ton A-type medium-wheelbase tipper.

DEALERS FOR DODGE AND MORRIS-COMMERCIAL.

K AND F (COMMERCIALS), L. TD.
COLESHILL HOUSE,
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Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), L. TD.

ATKINSON AND SEDDON DISTRIBUTORS.

TIPPERS.

- NEW FORD Trader 75 York 6-wheeler, 9.00 x 20 tyres, twin-ram tipping gear and new bulk body.
- NEW DODGE York 6-wheeler Leyland 375 engine, Eaton 2-speed axle, air brakes, 9.00 x 20 tyres, chassis available 7-14 days, tipping gear and body to your requirements.
- NEW COMMER TS3 short-wheelbase tipper, air brakes, 9.00 x 20 tyres.
- 1956 FORD 4D steel-bodied short-wheelbase tipper, well shod, £155.
- 1960 DODGE York 6-wheeler, bulk coal body, nominal mileage.

YORK DISTRIBUTORS FOR LEICESTERSHIRE,
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PRIME MOVERS.

- NEW SEDDON heavy-duty tractor fitted Gardner 6LX engine, air brakes, reduction axle, all extras.
- NEW DODGE prime movers, fitted Leyland engine, air brakes, Eaton 2-speed axle, early delivery.

FLATS AND PLATFORMS.

- NEW COMMER TS3 long-wheelbase chassis-cab, air brakes, 9.00 x 20 tyres, 5-speed box, body ready for fitting, drop side.
- NEW FORD Traders, 138-in. and 160-in. wheelbase, 9.00 x 20 tyres, with or without 2-speed axle, chassis-cab, body built to suit requirements.
- 1956 COMMER TS3, Balco extension 20-ft. platform, well shod.
- 1955 FORD 4D, extra long wheelbase, double drop-side 20-ft. body.

VANS.

- NEW AUSTIN 30-cwt. diesel or petrol, in primer.
- NEW AUSTIN 12-cwt. van, in primer.
- NEW AUSTIN 10-cwt. van or pick-up, in choice of colours.
- NEW COMMER Cob van, choice of colours.
- NEW COMMER Express delivery van, in primer.
- 1955-56 FORD 5- and 7-cwt. vans in good condition, one owner, choice of eight, some with side windows and rear seats, approx. £215 each.
- 1955 SEDDON 3-ton, fitted P4 diesel engine, sound machine, £125.

TRAILERS.

- YORK model W1, 20 ft. long, Bendix-Westinghouse 2-line air brakes, 9.00 x 20 tyres.

TIPPERS.

- YORK model HW2, 26 ft. long, 2-line air brakes, 9.00 x 20 14-in. tyres.
- DEALERS FOR: AUSTIN, DODGE, FORD, COMMER,
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NEW STREET,
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Phone, Earl Shilton 3321-2-3. 914-201

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MAIN FORD DEALERS.

279-283 SCOTLAND ROAD,
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Phone, North 3191 (10 lines).

- 1959, February, B.M.C. Austin 5-ton diesel, 18-ft. platform, £690.
 - 1959, May, THAMES Trader 7-ton diesel, 18-ft. platform, 9.00 x 20 12-ply tyres, £700.
 - 1959, October, BEDFORD 7-ton diesel tipper, 13-ft. steel body, £700.
 - 1957, September, BEDFORD 7-ton 300 diesel platform, £600.
 - 1958, August, THAMES Trader diesel artic, unit (no coupling), £500.
 - 1956, November, B.M.C. Austin petrol tipper, 13-ft. wooden body, £250.
 - 1956, March, BEDFORD 7-ton platform 17 ft. 6 in. Perkins diesel, automatic lubrication, £350.
 - 1955, November, BEDFORD 5-ton diesel high-side wooden body tipper, long wheelbase, £400.
 - 1954, October, BEDFORD 5-ton diesel, wooden-body tipper, medium wheelbase, £350.
 - 1954, July, B.M.C. 5-ton diesel platform, long wheelbase, £275.
 - 1954, December, B.M.C. 5-ton diesel drop side, long wheelbase, £250.
 - 1954, November, BEDFORD 5-ton diesel wooden-body tipper, medium wheelbase, £400.
 - 1954, SEDDON 7-ton diesel platform, Perkins engine, long wheelbase, £175.
 - 1954, SEDDON 7-ton diesel drop-side, Perkins engine, long wheelbase, £175.
 - 1955, B.M.C. Morris 7-ton diesel platform long wheelbase, £350.
- MOST models Thames Traders for immediate delivery. 914-158

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IMMEDIATE DELIVERY.

GOOD USED COMMERCIALS.

- THAMES Trader, 1959 (June), 7-ton 138-in. wheelbase, telephone tipping gear, 13-ft. 6-in. wooden body, £875.
 - 1955 BEDFORD P6 truck, £400.
 - 1954 BEDFORD P6 short-wheelbase tipper, £350.
- 914-226

Used Goods Vehicles (contd.)

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OFFER FOR IMMEDIATE DELIVERY:—

- NEW A.E.C. 8-wheel 9.6 long-wheelbase chassis and cab.
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- NEW A.E.C. Mercury 17-ft. 3-in. wheelbase chassis and cab.
- NEW A.E.C. 11.6, fitted Milshaw gear.
- NEW A.E.C. Mandator, fitted with fifth-wheel coupling.
- NEW A.E.C. Mercury tractor chassis, 8 ft. 1 in.
- NEW ALBION Reiver chassis and cab.
- NEW ALBION Chieftain.
- NEW BEDFORD tractor TK, 5-speed box, Leyland Comet engine, Scammell coupling.
- NEW BEDFORD tractor TK 2-speed box, Leyland Comet engine, Scammell coupling.
- NEW BEDFORD TK long wheelbase.
- NEW FODEN twin-steer, 6LW.
- NEW FORD 160-in.-wheelbase 7½-tonner chassis and cab.
- NEW FORD 7½-ton tipper, Edbro gear.
- NEW LEYLAND 8-wheeler chassis and cab.
- NEW LEYLAND Super Comet.
- NEW B.T.C. 15-ton four-in-line trailers.
- NEW B.T.C. 12-ton fifth-wheel coupling low loader.
- NEW SCAMMELL trailers, fifth-wheel and Scammell fittings, 12 tonners.

USED 8-WHEELERS.

- 1959 E.R.F. 6LW, double-drive, fitted new nylon tyres, 30-ft. drop-side body.
- 1959 FODEN, fitted LX engine, double drive, 24-ft. flat.
- 1957 ATKINSON double drive, 6LW, air brakes, 24-ft. flat.
- 1957 ATKINSON double drive, fitted 11.3 reconditioned engine.
- 1956 LEYLAND, double drive.
- 1948-52 LEYLAND 8-wheel chassis and cabs.
- LARGE stock of 1959-60 Commer, B.M.C. Atkinson tippers, fitted with alloy bodies and Milshaw gears, long wheelbase.
- LARGE stock of all types 4-wheel flats and twin steers for immediate delivery.
- SPARES for all types of passenger vehicles.

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914-569

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STATION BRIDGE,
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- 1956 BEDFORD 7-ton 6-cu.-yd. tipper, £475.
- 1956 SEDDON P6 Mk. III articulated unit with 10-ton trailer, £995.
- 1949 SEDDON P6 6-ton platform, £175.
- 1957 Trader 5-cu.-yd. platform tipper, £475.
- 1958 Trader 5-ton platform, £495.
- 1956 Thames 4D tipper, £345.
- 1955 Thames Luton van, £465.
- 1956 Thames 13-cwt. truck, £265.
- 1956 Thames 4D tipper, £345.
- 1956 TROJAN diesel 1-ton van, £265.

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OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

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ELT BROS., L. TD.

- NEW BEDFORD TK 135-in.-wheelbase diesel lorry.
- NEW BEDFORD J-type 161-in.-wheelbase diesel lorry.
- NEW BEDFORD TK 167-in.-wheelbase diesel lorry, 5-speed gearbox, 2-speed axle and 9.00 x 20 tyres.
- 1956 FORDSON Thames 4D diesel 30-cwt. lorry, excellent condition and low mileage, £245.
- 1951 Five FORDSON Thames 10-cwt. vans from £115.
- 1955 DODGE P6 diesel 5-ton tipper, wood body, single-speed axle, £250.
- 1952 AUSTIN Loadstar (petrol) 5-ton long-wheelbase lorry, £95.
- 1955 To 1956 DODGE P6 diesel tippers, choice of several from £185.
- 1955 FORD Thames 4D, 4-ton long-wheelbase lorry, £150.

PART-EXCHANGES AND HIRE-PURCHASE A
PLEASURE.

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BEDFORD AND VAUXHALL DEALERS,

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Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES,

LEYLAND.

ALBION, SCAMMELL.

- 1961 LEYLAND Super Comet, fitted Primrose Steer axle, Pilot tip gear, fixed-side coal tipping body, unregistered.
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- 1961 Super Comet tractor unit, fifth-wheel coupling, automatic lubrication, unregistered.
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- 1956 ALBION Reiver 6-wheel coal tipper, fitted 2-speed axle and trailing axle.
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- 1959 ALBION Clydesdale (Leyland Comet diesel) 8-9-ton 4-wheeler Milshaw 13-ft. alloy tipper.
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- 1959 ATKINSON S644LW (Gardner 4LW) 8-10-ton 4-wheeler L4bro 12-ft. alloy tipper.
- 1959 ATKINSON M644LW (Gardner 4LW) 8-10-ton 4-wheeler Milshaw 15-ft. alloy tipper.
- 1959 ATKINSON L1786 (Gardner 6LX 150 b.h.p.) 17-ton 8-wheeler Milshaw 23-ft. alloy tipper.
- 1959 ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheeler 24-ft. drop-sider, 40 x 8, mileage 40,000.
- 1959 BEDFORD SST1 and J6 (Bedford diesel) 7-ton 4-wheeler steel tippers, choice two.
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- 1959 58 MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheeler 150-in. tractor, 15-ft. body, choice two.
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- 1955 ALBION Reiver, Leyland engine, 8.25 x 20 tyres, 22-ft. platform body.
- 1955 ALBION Reiver, Albion engine, 8.25 x 20 tyres 2-ft. platform body.
- 1954 THORNYCROFT Trident, 9.00 x 20 tyres, 20-ft. platform body.
- 1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. platform body.
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- 1950 THORNYCROFT, petrol engine, Luton van body, 914-361

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5, 7, 10, 12- and 15-cwt. vans, early delivery.

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NEW BEDFORD TK 300 diesel engine, 5-ton long-wheelbase, cab and chassis, 7.50 x 16 tyres.
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1960 FORD Trader 7-ton flat, small mileage, choice of 10, each £725.
1960 June, FORD Trader 6-wheel tipper, double drive, third axle, 20-cu.-yd. body, £1,600.
1960 October, FORD Trader 6-wheel tipper, steel drop-side body, power steering, 2-speed axle, new braking system, 8,000 miles, as new, £1,575.
1960 FORD Trader 6D short-wheelbase tippers, drop-side body, choice of three, £825.
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1958 DODGE 6-ton long-wheelbase flat, diesel engine, forward control, £450.
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1958 FORD Trader 6D, 7-ton drop-side truck, £525.
1957 BEDFORD D-type, 6-ton short-wheelbase tipper, 300 engine, new wooden body, £475.
1957 BEDFORD 7-ton S-type flat, 300 engine, to clear, £425.
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COMMERCIAL TS3 articulated unit, complete with 22-ft. platform semi-trailer, good general condition.
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1957 BEDFORD 10-12-cwt. van, blue, good tyres, £200.
1956 BEDFORD 5-ton normal-control Luton gown van, P6 engine, very good order, £400.
1955 BEDFORD Busette, blue, £220.
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AT
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1952 AUSTIN A40 pick-up, £150.
1940 FODEN 6-ton truck, £250.

AT
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1959 AUSTIN 7-ton short-wheelbase Edbro tipper, drop-side body, 9.00 x 20 tyres, £750.
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1956 FORD 5-ton 4D truck, £340.
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COMMERCIAL TS3, 1957, with Boys third axle, 22-ft. platform body.
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BEDFORD 1957 7-ton long-wheelbase platform body, Bedford diesel engine.
LEYLAND Steer, 1956, 600 engine, platform body, air brakes, and 4-wheeled Dyson trailers.
DODGE 1955 short-wheelbase tipper, P6 engine.

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BEDFORD 7-ton normal-control tipper, fitted with 300-cu.-in. diesel engine and 2-speed rear axle, 9.00 x 20 12-ply tyre equipment, £1,502.
BEDFORD 7-ton forward-control 151-in. wheelbase diesel truck, 16-ft. body, £1,310.
BEDFORD 4-ton forward-control truck (petrol), £930.
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LAND ROVER 88-in. wheelbase Regular (petrol), £660.
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BEDFORD S-type 7-ton long-wheelbase platform truck, fitted with Leyland Comet engine, 9.00 x 20 12-ply tyre equipment, very clean.
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COMMERCIAL 1952 4-ton platform truck, good runner.

BEDFORD O-type Scammell tractor unit, fitted with Perkins diesel engines (one C-litence owner only), exceptional condition, choice of four.

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ALBION Reiver, 1958, 21-ft. aluminium framed platform body, standard coachbuilt cab, in exceptionally good condition throughout, one owner, £800.

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BRISTOL 1953 8-wheeler, long wheelbase, platform, £475.

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A.E.C. Mammoth Major 8-wheeler (December), 1955, 9.6 engine, double drive, fitted with new Pilot tipping gear, in exceptionally good condition throughout, £2,150.

LEYLAND Comet, EC02-4R, 1957, normal control, long wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.

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BEDFORD 1955 A-type tipper, chassis and cab only, petrol engine, £125.

BEDFORD 1954 7-ton R6 U-shaped steel-body tipper, good condition, £450.

BEDFORD 1955 A-type 5-ton P6 standard wood-body tipper, £400.

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ALBION Chieftain Scammell 1956 tractor unit complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.

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(Continued in next column)

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1955 FORD Thames 5-ton drop-side tipper, Perkins engine.

1954 FORD Thames 4D drop-side truck.

1950 FORDSON drop-side truck, V8 petrol engine.

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1957 ALBION Reiver 22-ft. drop-sided truck, Leyland engine.

1955 ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C. engine.

1953 ATKINSON 6-wheel 24-ft. flat, Gardner.

1949 A.E.C. 8-wheel 24-ft. flat.

1956 SEDDON articulated, fitted 5LW engine and 22-ft. van body, fifth-wheel coupling.

1954 A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine, 14-ft. hydraulic tipping trailer, clean condition.

1953 FODEN 8-wheel tipper, Gardner, 23-ft. new steel body, resprayed.

1946 ATKINSON 8-wheel double-drive tipper.

1952 VULCAN short-wheelbase hydraulic tipper, 4LW engine, resprayed.

1954 ATKINSON 4LW 15-ft. hydraulic tipper.

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1956 BEDFORD long-wheelbase 5-ton A-type drop-sided truck.

1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.

1948 COMMER Perkins 10-ft. drop-side truck.

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1960 FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.

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1958 COMMER TS3 tipper.

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1958 COMMER TS3 tractor.

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1957 AUSTIN diesel 5-ton, short-wheelbase, as new throughout, £625.
1947 COMMER 4½-ton petrol-engined tipper, good condition throughout, £95.

TRUCKS.

1959 Thames Trader 7-ton platform, 20-ft. body, reconditioned engine, £725.
1958 COMMER 7-ton TS3, air brakes, 5-speed gearbox, £730.
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £150.
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
1956 Thames 4D 5-tonner, good condition, choice of two, £325.
1947 A.E.C. Mammoth Major drop-side truck, reconditioned 7.7-litre engine, reconditioned gearbox, 3 new tyres, well above average, £635.
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1948 ALBION 8-wheeler, good condition, choice of two, £185.
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.
1948 ALBION 6-wheeler, good condition, choice of three, £300.
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1953 DODGE 5-tonner, P6 engine, £225.
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1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.
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1956 FORD Thames 4D 4-ton 1,100-cu.-ft. Luton van.
1956 BEDFORD 7-ton forward-control 10-cu.-yd. fixed-side alloy tipper, fitted reconditioned R6 diesel engine.
1956 BEDFORD 7-ton platform lorry, R6 diesel engine.
1956 AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine done approx. 20,000 miles, £475.
1952 ALBION 4-cylinder diesel 1,600-cu.-ft. all-alloy Luton van, in primer, £225.
1957 FORD Thames 4D 1,250-cu.-ft. Luton, £675.
1958 FORD Thames Trader 4D 5-ton 1,650-cu.-ft. Luton, excellent all-round condition, £850. 914-264

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1956 Thames 4D 30-cwt. van, clean, £225.
1954 COMMER TS3 7-ton flat truck, clean, £300.
1955 BEDFORD R6 7-ton truck, 8.25 x 20 tyres, £295.
1955 Thames reconditioned 4D 2-ton short-wheelbase truck, £190.
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SEDDON diesel Mk. 7 3-ton platform lorry, one owner, C-licence operator, first registered 1954, £345.
SEDDON diesel Mk. 15 7-ton, 18-ft. platform lorry, first registered 1957, £750.
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1954 SEDDON long-wheelbase platform truck with Perkins R6 engine, David Brown gearbox and 5-speed gearbox.
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1958 COMMER, Boys axle, 6-wheel tipper, high sides, diesel. Choice of two.
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1959 Thames 5-cwt. van, choice of two, £295.
1960 Trader 5-ton 6D, 800-cu.-ft. boxvan body, rear and side loading, £895.
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109 IN. LAND ROVER, petrol and diesel.
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5 TON long-wheelbase diesel chassis-cab, normal control.

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1956 COMMER TS3R long-wheelbase drop-side truck, maker's reconditioned engine just fitted.
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1955 LAND ROVER, short wheelbase, petrol.
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NEW A.E.C. Mercury 11-ft. 9-in. chassis-cab, immediate delivery.
NEW COMMERCIAL 15-cwt. high-top van, diesel.
NEW COMMERCIAL 30-cwt. van, diesel.
COMMER 6-ton 9-ft. 7-in. tipper, new 354 diesel, immediate delivery.
COMMER 15-cwt. diesel van, 1950, low mileage, forward control, £560.
BEDFORD, 1957, Boys alloy-framed drop-side body, Comet engine, £850 o.n.o.
MORRIS, 1957, 15-cwt. forward-control van, clean, £195.
AUSTIN 1954 normal-control 5-ton P6 drop-sider, £295.
B.M.C. 1957 7-ton diesel alloy tipper, £650.
1954 7-ton DODGE drop-sider, P6, £100. No offers. 914-544

Used Goods Vehicles (contd.)

SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."

"BUY RIGHT."

- 1954 BEDFORD 7-ton long-wheelbase diesel truck.
- 1956 COMMERCIAL TS3, Eaton 2-speed truck.
- 1956 BEDFORD 30-cwt. van, reconditioned engine.
- 1957 Thames 4D pantechnicon.
- 1958 BEDFORD 6-yd. diesel tipper.
- 1956 BEDFORD 5-ton long-wheelbase truck.
- 1955 BEDFORD 5-ton tipper.
- 1955 FORD 4D boxvan.

A Selection of BEDFORD tippers suitable for site work.

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DODGE DISTRIBUTORS FOR S.E. ESSEX.
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- NEW vehicles in stock for immediate delivery (subject to unsold).
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- MORRIS 3-ton FG chassis-cab, diesel, heater.
- MORRIS 7-ton short-wheelbase Edbro steel tipper.
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- AUSTIN 5-ton drop-side truck, body length 16 ft. 6 in., 1955 diesel.
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- AUSTIN 5-ton, 1960, 5-cu.-yd. drop-side tipper body, diesel, C licence operator, low mileage.
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- 1949 ALBION Chieftain, fitted Duram's cab and drop-side body, well tyred, mechanically good.
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- 1959 BEDFORD 6-wheeler York conversion, 300 diesel, 2-speed axle, platform body, immaculate, 47,000 miles.
- 1955 DODGE 106 P6 double-drop-side, good condition.
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- 1958 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.
- 1957 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.
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- 1960 FODEN 8-wheeler.
- 1956 FODEN 8-wheeler tipper.
- 1958 BEDFORD 2-ton long-wheelbase truck.
- 1952 SCAMMELL dumper.
- 1956 Trader Luton van, 1,000 cu. ft.
- 1958 B.M.C. 7-ton long-wheelbase truck.
- NEW MORRIS tractor, 25-ft. trailer.
- NEW DODGE tractor, 25-ft. trailer.
- NEW DODGE 9-ton chassis-cab.

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- 1958 AUSTIN A55 truck, reconditioned engine, repainted green, £410.
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- 1956 MORRIS-COMMERCIAL 3-ton diesel truck, £270.
- 1953 DODGE 5-ton platform, P6 engine, £230

IMMEDIATE delivery.

NEW Merriworth 12-ton 25-ft. straight frame platform

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1957 B.M.C. 5-ton platform truck, good condition throughout, £540.

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AGENTS for Austin, Ford and Standard commercials;

a large selection of new and used vans always in stock.

NEW AUSTIN 11-ton van, diesel, in primer.

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(Supplement)

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NEW FORD Trader 6D, Baico extensions on chassis, fitted with 1.5-0-cu.-ft. Luton body.

NEW FORD Trader 4D, fitted with 1,200-cu.-ft. Luton body.

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twin-axle trailer, air brakes, 9.00 x 20 tyres as new, 12-speed gearbox, immaculate condition, C licence, one owner.

FODEN 6-wheeler, 24-ft. drop-side body, air brakes, 10.00 x 20 tyres, 12-speed gearbox, one owner, C licence.

1951 FODEN 8-wheeler, Gardner 6LW, 24-ft. alloy platform body, 40 x 8 tyres, one owner, C licence.

FODEN 6-wheeler, 6LW double drive, platform body, 9.00 x 20 tyres, £450.

AUSTIN 15-cwt. Omnivan, one owner, C licence, £235 each.

1954 SEDDON, Perkins P4, platform with winch, £145.

1958 BEDFORD CAV vans, one owner, C licence, £225 each.

MORRIS B.M.C. unit and trailer, as new, one owner, C licence, £450.

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B.M.C. 7-ton truck, power steering, Eaton 2-speed axle, one owner, C licence.

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B.M.C. diesel, 1,600-gal. tanker, four compartments, complete with pump and pipes, 8.25 x 20 tyres, as new, one owner, C licence.

1954 ALBION Claymore, alloy platform body, one owner, C licence, £659.

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1957 COMMERCIAL TS3 long-wheelbase tipper, good order, £550.

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36-42 EYE ROAD,

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1959 60 BEDFORD 7-ton long-wheelbase truck, low mileage, £700.

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USED UNITS.

1957 DODGE Kew tipper, P6 engine, 15-ft. 6-in. body.

1951 FORD ET7, Luton van body, 18 ft. 6 in. x 8 ft. x 7 ft. 4 in.

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1954 ATKINSON 8-wheeler long-wheelbase platform, 6LW engine.

1948 LAYLAND 12 B1 chassis-cab, 600 engine, Homalloy cab, rebuilt 1959.

1953 SEDDON long-wheelbase tipper, P6 engine.

1956 B.M.C. furniture van, 1,400 cu. ft.

1954 B.M.C. furniture van, 1,450 cu. ft.

1956 GUY Otter tipper, P6 engine.

1952 ALBION HD57L 8-wheeler, 24-ft. platform, air brakes.

1947 FODEN 1,000-gal. tanker, 6LW engine.

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SEND for detailed price list of all our vehicles.

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A.E.C. DODGE. TROJAN SERVICE.
OFFICIAL TECALEMIT SYNDROMIC FITTING STATION.

NEW VEHICLES IN STOCK.

TWO A.E.C. Mercury long-wheelbase chassis and cabs.
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ONE FORD Trader tipping vehicle (75 model).
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SECOND-HAND vehicles.

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1957 BEDFORD long-wheelbase, drop-side body.
1958 FORD long-wheelbase Trader.
1955 ALBION long-wheelbase Clydesdale, 20-ft. body.
1954 DODGE long-wheelbase, 2-speed axle, £225.
1956 DODGE tipping vehicle.
1952 FODEN platform, 4L.K. £75.
1956 FORD P6 long-wheelbase, platform.

443 HANDSWORTH ROAD,

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Woodhouse 2541 (three lines), 914-159

GILBERT RICE, LTD.,

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1960 FORD 7-ton 7-cu.-yd. tipper £850, choice of two.
1959 FORD Dormobile caravan, £690.
1959 B.M.C. 7-ton tipper, £850.

BENTLEY BROS. (SHEFFIELD), LTD.,

71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

NEW BEDFORD TK and J models for immediate delivery.
1960 Model BEDFORD 5-ton diesel long-wheelbase normal-control platform truck, 16-ft. body, 8.25 x 20 tyres, a specimen vehicle throughout, £695.

1958 ALBION Chieftain, 16-ft. platform body, alloy framed, 8.25 x 20 tyres, a quality vehicle at an extremely low price, £725.
1957 BEDFORD 7-ton long-wheelbase S type, with 300 cu. in. diesel engine, 16-ft. drop-side body, an excellent set of 8.25 x 20 tyres, used on light work only, £425.

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1956 Thames 4-ton 4D tipper, one very careful owner-driver, small mileage, £275.
1955 DODGE 7-ton long-wheelbase twin-ram tipper, wooden drop-side body with extension sides, R6 diesel engine, nine months old, Eaton 2-speed axle, ready for immediate reliable use, £425.

VIGO MOTORS.

1956 BEDFORD 5-ton tipper, petrol.
1953 BEDFORD 5-ton tipper, petrol.
1959 BEDFORD 15-cwt. Luton.
1959 BEDFORD Utilabake, farmer's model.
1959 BEDFORD Utilabake.
1957 BEDFORD Workabus.
1957 MORRIS Minor van.
1956 FORD 12-cwt. van.

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OFFER EARLY DELIVERY OF NEW

THAMES Trader 6D long-wheelbase container-type cattle truck, also 7-ton 6D medium-wheelbase 7-cu.-yd. all-steel long-line tippers, also 7-ton 6D 160-in.-wheelbase double drop-side truck.

AUSTIN B.M.C., fully forward control, alloy platform bodywork, 1955-56 model, in excellent order, one owner, £395.
BEDFORDS, diesel, long wheelbase, 1955, very clean and in excellent condition, £335.
And 1956 7-cu.-yd. BEDFORD diesel tippers.

1954 AUSTIN B.M.C. diesel semi-forward-control 5-6-ton long-wheelbase double drop-side truck, very good order, £345.
1959 15-cwt. Thames trucks and vans, from £300.

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GRAHAM BROS. (MOTORS), LTD.,

COMMERCIAL SALES DEPT.,
OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES—

1955 BEDFORD 7-ton forward-control truck, diesel, well tyred, repainted blue, very excellent vehicle, £295.

1951 BEDFORD 5-ton long-wheelbase drop-sided diesel truck, £175.

1960 FORD 4D normal-control tipper, drop-side body, diesel, Edbro gear, £695.

1947 BEDFORD 30-cwt power tipper, petrol, £95.

1959 BEDFORD 7-ton short-wheelbase tipper, steel drop-side body, 300 diesel engine, 9.00 x 20 tyres, £375.

1958 MORRIS 15-cwt. van, petrol, excellent order, £255.

1958 AUSTIN J model 10-cwt. van, petrol, nice condition, £235.

1958 AUSTIN Omnicouch, petrol, 2-tone blue, P.S.V. specification, fitted heater, £395.

SPECIAL SHOW MODEL.

BRAND-NEW and unregistered BEDFORD 3-ton forward-control drop-side truck, 200 diesel engine, radio and heater, painted grey, full manufacturer's warranty, £1,075.

COMPREHENSIVE SELECTION OF FORWARD-CONTROL AND NORMAL-CONTROL NEW BEDFORDS.

CONFIDENTIAL H.P. FACILITIES.

PART-EXCHANGES WELCOMED.

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RICHARDSONS.

NEW steel drop-side bodies and Edbro or Pilot gears fitted to your FORD Trader 138-up or 160-in. chassis, same-day service. Pilot and Edbro gears always stocked, immediate delivery.

B.T.C. four-in-line 15-ton 25-ft. articulated trailers, 12 months old, in excellent condition, fifth-wheel coupling, 2-line air brakes.

NEW B.T.C. 25-ft. 15-ton semi-trailers, immediate delivery.

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NEW A.E.C. Mammoth Major 8-wheeler chassis-cab, 11.3 engine, 6-speed gearbox, 8-wheel brakes, delivery from stock, bodywork to your requirements.

NEW GUY Warrior tractor unit, A.E.C. engine, 185001W speed axle, fifth-wheel coupling, delivery from stock.

NEW ATKINSON 8-wheel chassis-cab, Gardner 6LX engine, de luxe cab, 40 x 8 tyres, immediate delivery, FORD Trader diesel 7-ton medium-wheelbase tipper, 9.00 x 20 tyres, heater, etc.

1959 FORD Trader short-wheelbase 7-ton diesel tipper, steel body, 9.00 x 20 tyres, heater, flashers, etc., choice of seven.

1958 BEDFORD J-model 7-ton tipper, 12-ft. 6-in. wooden body, Bedford diesel engine, etc.

50 New and used vehicles always in stock.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham, 6. Phone, Broadwell 1840. 914-587

1955 DODGE platform lorry with diesel engine, Eaton 2-speed axle, engine springs, etc., reconditioned and renewed and electrical system renewed throughout, £450.

1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, engine, springs, etc., reconditioned throughout, choice of two, £425 each.

1956 AUSTIN 5-ton short-wheelbase tipper truck, B.M.C. 5.1-litre diesel engine, Edbro front-end tipper, ready for work, £400.

1957 AUSTIN 1-ton diesel van, in excellent mechanical order, well tyred, painted green, £395.

1959 AUSTIN 15-cwt. Omnivan, in excellent order, new tyres all round, painted green, £335.

1957 AUSTIN 15-cwt. Omnivan, very clean and painted black and white, ready for work, £245.

1957 AUSTIN 7-ton long-wheelbase diesel truck with power steering, 2-speed axle, very good 9.00 x 20 tyre equipment, to be painted any colour, £495.

CHARLES CLARK AND SONS (COMMERCIAL C VEHICLES), LTD., Chester St., Shrewsbury. Phone 2051. 914-102

ANDERSON AND BLAKE, Southfield Garage, Eynsham, Phone 271.

1951 DODGE, Eaton 2-speed axle, drop-side truck, £150.

1948 MAUDSLAY 8-wheeler platform, A.E.C. 9.6 engine, choice of two at £375.

1953 DENNIS Jubilant platform, close-coupled 6 by 4, £350. 914-154

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1956 BEDFORD 7-ton short-wheelbase Mk. II R6 diesel engine, 6-cu.-yd. steel drop-side tipper, underfloor gear, £375.

1955 BEDFORD 7-ton long-wheelbase, R6 Mk. II diesel engine, fitted with new platform body and cab heater, £275.

1955 BEDFORD 3-ton long-wheelbase truck with tilt, petrol engine, £400.

1953 BEDFORD 7-ton petrol engine long-wheelbase truck, fitted with Burtonwood tail lift, £300.

1953 BEDFORD 7-ton petrol engine long-wheelbase drop-side wood 6-cu.-yd. tipper, £345.

CHOICE of several BEDFORD CA vans, 1958, from £225.

CHOICE of several 12-wheeler P.S.V. passenger vehicles, BEDFORD and Ford. 914-442

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PRAILLS (HEREFORD), LTD.,

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, AUSTIN, FORD, DODGE.

1958 Thames Trader 7-ton diesel, 20-ft. platform body.

1957 Thames Trader 5-ton diesel drop-sided truck.

1955 DODGE 7-ton diesel long-wheelbase tipper.

1954 SEDDON tractor, Perkins R6 Mk. II David Brown 5-speed box, Eaton 2-speed axle, B.T.C. 12-ton 22-ft. 6-in. drop-sided trailer.

1952 LEYLAND Octopus double driver, 24-ft. platform body.

PRAILLS (HEREFORD), LTD.,

HOLMER ROAD, HEREFORD.

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SHUKERS OF SHEFFIELD, LTD.,

55-60 BROAD STREET,
SHEFFIELD.

Phone 20311.

OFFER—

1954 BEDFORD normal-control 5-ton long-wheelbase diesel tipper, wooden double-drop-side body with Pilot twin-ram tipping gear, Eaton 2-speed axle, one owner, ready for immediate work, £300.

FORD Thames diesel 30-cwt. drop-side truck (June, 1955), excellent tyres, heater, low nominal mileage, first-class condition, £195.

CASH buyers for good used commercial vehicles. 914-355

VARIOUS tractors and flats. View by appointment.

1953 LEYLAND Royal Tiger, 41-seater.

1953 CROSSLEY 37-seater Churchill.

HACKETTS DISPOSALS, LTD.,

FACE OF SPADES GARAGE,
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Phone, Prestbury 89643. 914-316

GUY Luton, 1,200 c.c., good runner, £110; Commer 7-ton 18-ft. truck, good runner, £165; Commer 6-ton P6 truck, £120; Trojan Luton P12 good runner, £225; Ford Luton P6, 1,800 c.c., sound, £295; Vulcan Luton P6, 1,200 c.c., sound, £175. Clark, Tho 3513. 914-5027

1960 BEDFORD 6-wheeler, Boys axle, power steering, 2-speed, 32-cu.-yd. steel body, in excellent condition, £350.

1958 SCAMMELL Trader articulated units, choice of four with 8.25 x 20 12-ply tyres, from £550.

1957 COMMER TS3 7-ton flat platform, long wheelbase, fitted 9.00 x 20 12-ply tyres, £500.

1957 COMMER 7-ton long-wheelbase tipper, petrol engine, fitted 9.00 x 20 12-ply tyres, £350.

1956 FORD 4-ton 4D diesel, 1,000-cu.-ft. pantech-nicon, £350.

1957 FORD 4-ton 4-cylinder diesel, long-wheelbase double drop-side truck, choice of three, from £300.

J. BROWN, LTD., Broadway, Pontypriid, Phone 3071. 914-6105

ONE DENNIS Max 16-cu.-yd. tipper, £275.

TWO AUSTIN long-wheelbase trucks, £75 each.

TWO mobile compressors mounted on Bedford chassis, £225 each.

ONE A40 pick-up, £175.

ONE A40 pick-up, £75.

ONE LAND ROVER, £125.

ONE AUSTIN 5-cu.-yd. tipper, £100.

161 PRESTON RD., Brighton. Brighton 50261. 914-6128

ONE MORRIS B.M.C. diesel, 1959, 7-ton double-deck, half rigid, half canvas tilt, 22-ft. 6-in. platform.

TWO MORRIS B.M.C. diesel, 1958, 5-ton double deck, half rigid, half canvas tilt, 22-ft. 6-in. platform.

ONE MORRIS B.M.C. diesel, 1957, 5-ton canvas tilt, 22-ft. 6-in. platform.

ONE THAMES 4D diesel, 1955, articulated vehicle with Brookhouse trailer, van body.

ONE MORRIS diesel, 1954, 5-ton canvas tilt, 22-ft. 6-in. platform.

ONE THAMES P6 diesel, 1953, 5-ton Luton van.

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June 23, 1961—THE COMMERCIAL MOTOR 65
(Supplement)

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1948-49 29 Vista, with good certificate of fitness, to clear at £250.

ALL deals are negotiable and H.P. terms can be arranged.

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1948 BEDFORD 29-seater one-man service buses, all-metal Beadle bodies, ready for immediate service, choice of 16.
FIRST-CLASS used vehicles of all types of stock at reasonable prices. 914-181

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1956 BEDFORD SB3 Duple Super Vega 41-seater, red moquette, Formica sides, heaters, £2,250.

1956 BEDFORD SB3 Plaxton 41-seater, Formica sides, red moquette, heaters, £2,500.

1957 BEDFORD SB3 Duple Super Vega 41-seater, red moquette, heaters, £2,550.

1953 BEDFORD 35-seater Burlingham Seagull, red moquette, heaters, certificate of fitness 1963, £1,175.

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1959 BEDFORD Duple 41-seater, excellent condition, in service daily, £2,600. Campings, Park Crescent, Brighton 65493. 914-398

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BEDFORD New Super Vega, 41-seater, 100 diesel, 12-type moulding, top sliding windows, glass roof quarters, headrail racks, recirculator heater, trimmed in red moquette (Firths 426), standing in protective cream exterior, can be delivered immediate or painted to purchaser's requirements, £3,975 10s.

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1952 BEDFORD 33-seater Duple Vega, 7-ft. 6-in. body, exceptionally bright and attractive coach, fitted radio and public address, certificate of fitness 1962, £950.

ALL vehicles have received mechanical and body inspection and repaired as necessary and are offered for sale in first-class condition.

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1960 COMMER 41-seater Yeates Europa de Luxe, 2,800 miles only. Lindley's Garage, Ltd., Long Eaton 459.
1950 33-seater COMMER Avenger coach, full-front, radio, heaters, certificate of fitness 1963, genuine bargain, £395. Any trial Kiddle's Garage, St. Ives, Hunts. Phone 2329. 914-557

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TWO DAIMLER double-deck omnibuses, converted to open top, ideal for use on sea front or holiday camp, etc., powered by Gardner diesel engines, just reconditioned with current Ministry of Transport certificate of fitness, £200 each net, ex works for immediate delivery.
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1949 51 LEYLAND PS1 or PS2, body make immaterial but must be sound. Box CM135, care of "The Commercial Motor". 914-155

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1951 31-seater coach, certificate of fitness 1962, £225, offers considered. Lockshead 3368, Southampton. 915-5219

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1959 BEDFORD diesel 41-seater, 7-ft. 6-in. Duple Super Vega, moquette red, exterior cream-ivory, certificate of fitness 1960.
1959 BEDFORD petrol 41-seater Super Vega, exterior grey-blue.
1958 BEDFORD diesel 41-seater Super Vega, exterior ivory and maroon.
1957 BEDFORD petrol 41-seater, exterior blue-cream, certificate of fitness to April, 1964.
1956 BEDFORD petrol 41-seater, exterior green, certificate of fitness 1960, choice of two.
1956 BEDFORD petrol 41-seater exterior, green, certificate of fitness 1960, choice of two.
1956 BEDFORD petrol 41-seater, exterior cream, certificate of fitness 1960, choice of two.
1955 COMMER 39-seater Strachan body, 253 diesel, exterior cream-green, certificate of fitness to 1965.
1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.
1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.
1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.
1954 BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.
1954 BEDFORD petrol 36-seater Super Vega, exterior cream-red, certificate of fitness 1964.
1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.
1953 BEDFORD 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness July, 1963.
1952 BEDFORD petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.
1952 BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.
1951 MACDONALD, A.E.C. petrol for engine, 33-seater Bellhouse-Hartwell, certificate of fitness August, 1963.
1951 BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.
1951 BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June, 1961.
1949 AUSTIN 31-seater, exterior brown.
1948 DENNIS 33-seater, Churchill body, exterior cream-blue, certificate of fitness 1961.
1948 LEYLAND PS1 33-seater Harrington, exterior blue-cream.
1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.
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BEDFORD SB3, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream.
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BEDFORD SB1, 300-cu.-in. oil engine, Harrington 41-seater Crusader, glass roof quarters, Formica panels, radio and other extras, finished cream and red.
BEDFORD SB1, 300-cu.-in. oil engine, Plaxton 41-seater Embassy, glass roof quarters, Formica panels, radio and other extras fitted, finished cream and red.
BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

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A.E.C. Reliance, air brakes, Duple Britannia front, heaters, walnut plastic panels.
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LEYLAND Leopard chassis, fitted with Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extra to choice, moquette and exterior colours to order, two only.

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1956 TS3 (diesel) 41-seater Duple, finished cream-orange, with current certificate of fitness.
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1960 Thames Duple, quarter lights, radio, heaters, 2-speed axle, speech amplification, small mileage, £3,620.
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1952-51 A.E.C. and Leyland Beadle, first registered August, 1952-51, with Beadle all metal 39-seater full luxury Continental bodies, front entrance sliding door, centre roof lights, Continental interior racking, strip lighting, fitted A.E.C. 7.7 diesel engine, recertified last week, certificate of fitness to 1965, choice of two, price £700-£750.

1948-47 BRISTOLS with Eastern Coachworks and Beadles 35-36-seater thin-wall all-metal service saloon bodies, fitted low mileage, late series 5LW Gardner engines in immaculate mechanical and body condition, certificate of fitness 1962-61, choice of eight, price £350-£400.

SUPER DOUBLE-DECKERS.

1949-50 A.E.C. Mark III 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted very low mileage, late series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes, re-moquetted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £650-£700.

1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam all-metal bodies, leather upholstery, fitted A.E.C. late series, low mileage diesel engine, certificate of fitness 1965-62, choice of 10, price £450-£550.

GUY double-decks fitted 1953 Charles Rowe 56-seater high-bridge with metalized top deck, chrome half sliding windows, etc., with late series 5LW Gardner engines (under 10,000 miles). Used by company operating coastal services for seasonal use only, some re-moquetted last year, in super mechanical and body condition, certificate of fitness 1962-63, price £250-£300.

1948 A.E.C. Mark III 53-seater low-bridge double-deckers, Metcam all-metal bodies, in super mechanical and body condition, just re-moquetted, certificate of fitness 1962, choice of six, price £600-£650.

SUPER COACHES.

1952 A.E.C. Regal Mark III with full-front Plaxton 37-seater Continental luxury coach body, no bulkheads, again seasonal use only, recertified this week to 1965, low mileage 9.6 diesel engine, in super mechanical and body condition, price £900.

1952 TILLING-STEVENS full-fronted 35-seater Continental luxury coach (seasonal use only), front entrance sliding door, large Continental rear luggage boot, ferry back, twin sunshine roofs, recently fitted 6LW Gardner engine (total mileage under 15,000), in super mechanical and body condition, certificate of fitness to 1965, price £650.

1950 A.E.C. Mark III, fitted 33-seater Duple full-luxury coach body, seasonal use only, with low-mileage late-series 9.6 A.E.C. diesel unit, in super mechanical and body condition, certificate of fitness 1964, choice of five, price £500.

1950 BRISTOL Harrington half-cab, Continental luxury coaches (seasonal use only), fitted late-series, low-mileage Bristol AV 9.3 diesel engines (15,000 miles only), in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of six, price £400-£450.

1949 A.E.C. Regal Mark III with 33-seater Harrington full-luxury coach body, again seasonal use only, 9.6 diesel unit, in super mechanical and body condition, certificate of fitness and of 1961, price £500.

1948 Duple and Willowbrook full-luxury bodies and seating, fitted late series PS1 7.4 diesel engines, certificates of fitness 1962-61, choice of six, price £200-£250.

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A.E.C. 9.6 33-seater full-fronted, 1950, certificate of fitness to 1963.

DENNIS Lancet 35-seater half-cab, 1947, certificate of fitness to 1964, £365.

DENNIS Lancet 35-seater half-cab, 1949, certificate of fitness to 1961.

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DUPLE Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream.

DUPLE Yeoman 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and microphone, etc., interior grey and red patterned moquette, exterior cream.

DUPLE Yeoman 41-seater coaches, with extras and colours to your choice, 3-4 weeks' delivery.

1956 BEDFORD 41-seater full luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966.

1956 BEDFORD Super Vega 41-seater, full luxury Plaxton body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

1952 A.E.C. 9.6 engine, full-front 39-seater full luxury Whitson observation coach, good tyres, in good clean condition throughout, one owner since new, certificate of fitness 1963.

1952 BEDFORD Super Vega, 37-seater full luxury Plaxton body, fitted with heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full luxury Plaxton body, fitted with heaters, Formica side panels, good clean condition throughout, certificate of fitness 1966, choice of two.

1951 A.E.C. 9.6 oil engine, 41-seater full luxury Plaxton body, fitted with heaters, radio and public address, good clean condition throughout, certificate of fitness 1965, choice of two.

1951 GUY fitted with 4-cylinder L.W. Gardner engine, full-front 29-seater, full luxury body fitted with Dunlop seats, heater, in good clean condition throughout, certificate of fitness 1962.

1950 BEDFORD Vista 29-seater full luxury Plaxton body, fitted with heater, Formica side panels in cream and red, certificate of fitness 1963.

1950 Leyland P51 fitted with a 1954 35-seater Leyland P51 body, heater, in good clean condition throughout, certificate of fitness 1964.

1950 Double full-front luxury body, heater, in good condition throughout, certificate of fitness 1964.

SEVERAL coaches, suitable for 4-workman and mobile shops, at very reasonable prices.

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1960 BEDFORD Super Vega 41-seater Duplex de Luxe, 2-tone grey, certificate of fitness 1967.

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1959 BEDFORD Yeates de Luxe 41-seater, blue and cream, certificate of fitness 1966.

1958 COMMERCIAL TS3 Duplex 41-seater cream and red, certificate of fitness 1965.

1958 BEDFORD Leyland diesel unit, 40-seater Duplex bus type body, high-back seating, luggage boot, cream, certificate of fitness 1965.

1958 BEDFORD Plaxton 41-seater de Luxe, 2-tone green, certificate of fitness 1965.

1955 ATKINSON, Gardner 5-cylinder underfloor unit, Scagull 39-seater de Luxe, brown and cream, certificate of fitness 1965.

1955 BEDFORD Duplex 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 BEDFORD Duplex 33-seater luxury coach, cream and red.

1951 LEYLAND P51 Burlingtonham full-front 33-seater coach, certificate of fitness 1965.

1948 LEYLAND P51 high-bridge M.C.W. 56-seaters (choice of five).

1947 LEYLAND P51 high-bridge Leyland all-metal 56-seaters; these vehicles have just come off service, in excellent condition and certified up to 1964 (choice of nine).

1946 LEYLAND P51 high-bridge, 56-seater M.C.W. coachwork.

A seater low-bridge double-deck bus, excellent order, certificates of fitness up to 1963.

1948 A.E.C. 7.7 Burlingtonham 36-seater bus, certificate of fitness 1963.

A Number of A.E.C. 7.7 and Leyland P51 34- to 36-seaters, suit public works contractors, bargain prices.

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NEW A.E.C. Reliance 41-seater Duplex Britannia, front entrance.

NEW A.E.C. Reliance 41-seater Duplex Britannia, centre entrance.

NEW BEDFORD SBI, fitted 41-seater Plaxton bodies, interior.

NEW BEDFORD SBI, fitted 41-seater Duplex, red interior.

NEW FORD Trader, 41-seater Duplex Yeoman bodies, K-type moulding, red interior, choice of colours.

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1959 LEYLAND Tiger Cub, fitted with Burlingtonham 41-seater body, 2-speed axle, many extras, immaculate condition.

1959 BEDFORD SBI, Duplex 41-seater, £3,100.

1958 GUY 44-seater semi-service coach.

1956 BEDFORD 41-seaters, certificate of fitness to 1966, choice of two, £2,100 each.

1955 A.E.C. Reliance 41-seater Burlingtonham, certificate of fitness 1965, £2,200.

1955 BEDFORD 38-seater, £1,675.

1955 BEDFORD 36-seater Burlingtonham, immaculate, £1,500.

1955 BEDFORD 36-seater Trans-United body, £1,100.

1954 (Late) COMMERCIAL diesel 39-seater Plaxton, certificate of fitness 1964, £1,850.

1954 BEDFORD 37-seater Burlingtonham, certified to 1964, £1,250.

1954 BEDFORD fitted Perkins R6, Yeates Riviera 36-seater, certified to 1964, £1,250.

1954 SENTINEL 40-seater service buses, certificate of fitness 1964, choice of two, £500 each.

1954 LEYLAND Tiger Cub 44-seater semi-service coach.

1953 DAIMLER 37-seater Burlingtonham, certificate of fitness 1963, £1,100.

1953 BEDFORD 36-seater, Yeates Riviera body, certificate of fitness 1963, £1,100.

1952 A.E.C. 37-seater Burlingtonham, arm-chair seats, immaculate, £1,450.

1952 DENNIS 31-seater full-front Plaxton body, Eaton 2-speed, £575.

1951 A.E.C. Mark IV 41-seater, certificate of fitness for four years, £1,450 each.

1951 BEDFORD 33-seater Plaxton, fitted reconditioned Bedford engine, immaculate condition, certificate of fitness to 1965, £900.

1951 BEDFORD 33-seater, just certified to 1965, £750.

1950 FODEN 33-seater Plaxton 6LW, certified to 1965, £750.

1949 A.E.C. fitted 1953 Plaxton 35-seater body, no bulkhead, certified to 1964, £1,000.

1949 LEYLAND, fitted 1953 Plaxton 35-seater body, no bulkhead, certified for four years, £850.

LARGE selection of full-front and half-cabs carrying a good certificate of fitness, Leyland, Maudslay, Daimler, A.E.C. and Bedford, prices ranging from £200 each, special clearance.

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ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

1954 Tiger Cub full luxury coach, finished duo blue, in superb condition throughout, with full de luxe seating, good tyres and certified May, 1964, £1,450.

1952 A.E.C. Mark IV luxury coach, finished red and cream, this is a genuine 1952 machine with underfloor engine, 39 seats, certified June, 1962, £900.

1952 SENTINEL underfloor diesel-engined full luxury coach, in immaculate condition throughout with forced-air conditioning, Perspex quarter panels and many extras, this coach is ideal for export, it being 33 ft. long and left-hand drive, booster seats, good tyres, etc., £875.

1949 LEYLAND OPSI 35-seater service buses, exceptionally strong, clean vehicles, certified 1962-63 and ready for immediate work, £325 each.

1947 48-49 LEYLAND Super PSI bus and coach, dual-purpose machines, all these vehicles are exceptionally clean and have been religiously maintained, all fitted with new or guaranteed service batteries, £375 each.

1949 35-seater GUY service buses, fitted Gardner 5LW engines, all in very lovely order and condition, £325 each.

1948 DAIMLER CVD6 35-seater service coaches with 1962-63 £320 each.

BRISTOL 35-seater service buses, all with Gardner 5LW diesel engines and 5-speed gearboxes, these buses are practically unmarked and are fully guaranteed, all certified 1962-63, £340 each.

A.E.C. engines and full air brakes, high and low bridge, all certified 1962-63 and ready for immediate service, £375-£395 each.

LEYLAND. A wonderful fleet of high-bridge double-deckers, in superb condition throughout, 1950-51 bodies, immaculate, certified, £295 each.

GUY low-bridge double-deckers, with Gardner 5LW engines and 1952-53 bodies, all seats, etc., as new, £295 each.

A all the above vehicles carry our three months' guarantee and are fitted with good serviceable or new batteries.

FRANK COWLEY,

3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester, Blackfriars 7577 and Blackfriars 1648.

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Used Passenger Vehicles (cont'd.)

S.M.T.

177-205 FINNIESTON STREET, GLASGOW, C.3.
PHONE, DOUGLAS 2940. PHONE, DOUGLAS 2940

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IF YOU HAVE NOT YET RECEIVED OUR VERY SPECIAL SALE PRICE LIST, SEND FOR YOUR COPY NOW.

BETTER VALUE THAN EVER BEFORE IN S.M.T. RANGE OF USED COACHES.

EXAMPLES FROM OUR LARGE AND COMPREHENSIVE STOCK INCLUDE—

1960 BEDFORD Duplex SBI 41-seater, extras include heaters, top sliding windows, plastics headrest covers, wheel discs front and rear, as new condition.

1959 BEDFORD Plaxton SBI 41-seater, Plaxton C-type body, syndromatic chassis lubrication, radio, public address, heaters, roof quarter lights, top sliding windows; outstanding condition.

1959 BEDFORD Plaxton 41-seater, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs, low mileage top quality vehicle.

1957 BEDFORD Plaxton 41-seater, exterior ivory with blue-grey metallic chrome, Formica side casings, glass roof quarters, inwound parcel racks, radio, public address, and many other extras; this is a top-quality vehicle on a well-known Continental touring fleet.

1958 BEDFORD Duplex 41-seater coaches, exterior ivory and red, seating in red patterned moquette, many extras, choice of two top-quality machines.

1955 BEDFORD Plaxton 36-seater, certificate of fitness 1965, exterior ivory with blue-grey metallic chrome, ex well-known Continental touring fleet, many extras.

1954 BEDFORD Duplex 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh coach.

1952 BEDFORD Duplex 33-seater, certificate of fitness February, 1962, red below waist moulding, ivory above, fitted Formica side casings, glass roof quarters, amber roof panels, tubular racks and heater, it is beige floral pattern moquette, a clean and very bright coach.

1951 LEYLAND Royal Tiger-Windover 39-seater coach, many extras and very reasonably priced.

1951 A.E.C. Yeates 41-seater, centre-entrance full-luxury coach, bargain.

1952 BEDFORD Duplex 38-seater, certificate to April, 1962, finished in green and cream, this coach is fitted with reclining seats, upholstered in a red patterned moquette, the extras include roof quarter lights, radio, heater and tubular racks; this is a very clean coach.

1950 LEYLAND Harrington 37-seater, certificate of fitness exterior two-tone blue, blue moquette.

1955 COMMERCIAL Duplex 41-seater diesel, certificate of fitness May, 1965, 2-speed rear axle, exterior red and cream, public address, heaters, plastic headrest covers, mechanically very sound indeed and well tired.

1954 COMMERCIAL Plaxton 39-seater, certificate of fitness 1963, reconditioned engine very recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.

AND MANY OTHERS INCLUDING EXCELLENT SELECTION OF HALF-CAB 33-SEATERS CROSSLEY, AND FODEN-PLAXTON 33-SEATERS WITH 6LW ENGINES AT VERY REASONABLE PRICES.

DEMONSTRATIONS

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ANYWHERE.

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HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT.

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TETCALMIT SYNDROMIC AND A.C.L.

AUTOLUBRICATION 914-123

ALF MOSELEY, L.T.D.

FORD THAMES P.S.V. DEALERS.

1960 BEDFORD SBI (diesel) Yeates Europa 41-seater, attractive interior, heaters, etc., exterior cream and blue, certified 1967, £3,500.

1960 FORD Thames Duplex 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K moulding, £3,550.

1959 BEDFORD (petrol) Duplex Super Vega 41-seater, red interior, radio and heaters, exterior grey and blue, certified 1966, £3,150.

1956 BEDFORD (petrol) Duplex Super Vega 41-seater, red interior, heater and radio, exterior recently repainted red and cream, certified 1966, £2,485.

1956 BEDFORD Plaxton 37-seater, green interior, cream and green exterior, certified December, 1965, £2,385.

1956 COMMERCIAL TS3 Duplex 41-seater, fawn floral interior, cream and blue exterior, certified June, 1965, £2,250.

1955 Model BEDFORD Duplex Super Vega 38-seater, red interior, tubular heating, Formica casing panels, exterior cream and maroon, certified November, 1964, £1,985.

1954 BEDFORD Yeates Riviera 36-seater, red interior, with heater, exterior maroon and grey, certified 1964, most attractive, £1,785.

1953 BEDFORD Plaxton 35-seater with courier seat, attractive green interior with heater, exterior cream and orange, certified 1963, £1,485.

1952 A.E.C. Mark IV Plaxton 39-seater, attractive green interior, with heating, exterior grey and red, £1,885.

1952 BEDFORD Plaxton 33-seater, blue interior, heater, exterior two shades blue, width 8 ft., £1,285.

1951 LEYLAND Royal Tiger Burlingtonham Scagull 39-seater, red interior, exterior cream and maroon, certified 1965, £1,485.

1950 MAUDSLAY (7.7) Plaxton 33-seater, red interior, exterior grey and red, certified 1963, £435.

KNIGHTHORPE ROAD,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

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914-491

A51

Used Passenger Vehicles (contd.)

DON EVERALL (COMMERCIAL VEHICLES), LTD.,

34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW coaches from stock.

ONE only, COMMER diesel 11-seater PSV, Martin Walter conversion, primer.
FOUR BEDFORD SB1 41-seater Burlington coaches, finished to your instructions, seven days delivery, two with 5-speed boxes, two with 2-speed axes.
THREE FORD Thames 41-seater Burlington coaches, one with 2-speed axle, seven days delivery.
1960 FORD Trader diesel 41-seater Burlington coach, £3,200.
1959 BEDFORD petrol 41-seater Duple Super Vega coach, exterior blue and cream, interior red, £2,900.
1959 COMMER Avenir 41-seater Duple coach, Michelin X tyres, air brakes, heaters, painted to your instructions, etc., £3,200.
1956 COMMER TS3 41-seater Plaxton coach, heater, glass roof quarters, etc., reconditioned 1960, £2,500.
1956 BEDFORD petrol 41-seater Burlington coach, heaters, etc., certified 1960, £2,100.
1956 57-58 COMMER Avenir 41-seater Duple Beadle coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.
1954 GUY Arab lightweight, 6HLW Gardner under-floor diesel engine, fitted 41-seater Burlington Seagull coach body, engine and body have been overhauled, certified 1960, £2,200.
1953 BEDFORD petrol 35-seater Duple coach, glass roof quarters, heaters, etc., red and cream exterior, certified 1963, £1,350.
1953 BEDFORD petrol 35-seater Burlington coaches, certified 1963, £1,300, choice of two.
1952 A.E.C. Mk. IV 41-seater Duple coach, certified 1962, £1,400.
1952 CROSSLAND 39-seater Yeates coach, certificate of fitness 1964, £500.
1952 BEDFORD petrol 35-seater Duple coach, 8 ft. wide, glass roof quarters, heaters, etc., certified 1962, £1,100.
1951 BEDFORD petrol 33-seater Duple coach, 7 ft. 6 in. wide, glass roof quarters, etc., being reconditioned.
1950 DAIMLER CDV6 37-seater Wilkes and Mead coach, certified 1964, £600.

50
DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR HIRE

FOR SHORT OR LONG PERIODS.
NOTE OUR NEW PHONE NUMBERS:
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LES GLEAVE, LTD.,

FOURWAYS GARAGE,
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Smallwood 225, 226.

NEW 1961 Burlington 41-seaters.
NEW 1961 Plaxton 41-seaters.
NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATION.

1959 BEDFORD Plaxton, quarter lights and many extras.
1959 BEDFORD Duple 41-seater.
1959 BEDFORD Yeates 41-seater.
1958 BEDFORD Plaxton.
1958 BEDFORD Duple 41-seater.
1956 COMMER Duple 41-seater.
1955 BEDFORD Burlington 35-seater.
1953 BEDFORD Plaxton 35-seater.
1953 BEDFORD Duple 37-seater.
1952 BEDFORD Plaxton 33-seater.
1951 52 BEDFORD Duple 33-seater, choice of three.
1951 Mark IV A.E.C. Harrington 41-seater.

WE ARE NOW TAKING ORDERS AND FINISHING INSTRUCTIONS FOR

EARLY DELIVERY.

VARIOUS petrol and diesel coaches available for works or contract some with good certificates of fitness, cheap to clear.

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A52

Used Passenger Vehicles (contd.)

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FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
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WE can offer immediate delivery of the following new vehicles:

NEW BEDFORD SB1 diesel, 5-speed gearbox, Duple body, red interior, finished in cream, list price.
NEW BEDFORD SB1 petrol, Duple 41-seater body, red interior, Formica sides, red/gold exterior, list price.
1960, December, TROJAN 13-seater luxury coach, as new, low mileage, certificate of fitness December, 1960, £1,350.
1959 BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon/ivory exterior, choice of two, immaculate vehicles, £3,150.
1959 July, COMMER TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink/grey exterior, certificate of fitness 1966, £3,250.
1959 BEDFORD PSV 11-seaters, green/cream exterior, certificate of fitness 1966, choice of two from £495.
1958 BEDFORD Vega 41-seater, red interior, green exterior, very clean, certificate of fitness 1965, £2,750.
1957 BEDFORD Vegas, 41-seater Duple body, red interior, red/maroon exteriors, heaters, choice of two, certificate of fitness 1964, £2,650.
1957 BEDFORD Burlington 37-seater, green interior, gold/maroon exterior, certificate of fitness 1964, £2,500.
1956 BEDFORD Burlington 41-seater, red interior, grey/blue exterior, certificate of fitness 1966, £2,250.
1954 BEDFORD Yeates Riviera 36-seater, glass roof quarters, red interior, maroon/ivory exterior, certificate of fitness July, 1964, £1,650.
1953 BEDFORD Duple Super Vega 35-seater, lift-up interior, green interior, cream exterior, certificate of fitness 1963, £1,500.
1952 BEDFORD Vega 33-seater, red interior, heater, one owner only, clean vehicle, certificate of fitness 1962, £1,050.
1952 BEDFORD Plaxton 33-seater, autumn tint interior, certificate of fitness 1962, blue/cream exterior, £975.
1952 BEDFORD Vega 36-seater, red interior, red/cream exterior, fitted heaters, £1,350.
1952 BEDFORD Vega 31-seater, autumn tint interior, red/grey/cream exterior, very clean, certificate of fitness April, 1963, £1,150.
1950 DAIMLER CVD 6SD Gurney Nutting 35-seater, lift-up vents, red interior, red/grey exterior, certificate of fitness December, 1960, £750.
1950 BEDFORD Duple 29-seater, Perspex lights in front, with blinds, autumn tint interior, cream exterior with maroon flash, very clean, certificate of fitness July, 1964, £525.
1950 BEDFORD Plaxton 29-seater, red interior, maroon/cream exterior, very clean, certificate of fitness 1964, £495. 914-157

COMBERHILL MOTORS, LTD.,

INGS ROAD, WAKEFIELD.

NEW 1961 BEDFORD SB1 diesel 41-seater Plaxton Embassy, heater, radio, three weeks' delivery to specification.

NEW 1961 FORD Trader diesel 41-seater Plaxton Embassy, two available, certified 1968.
1959 BEDFORD SB3 petrol 41-seater Duple Super Vega, choice two, Triplex quarter lights, heater, radio, immaculate condition. (One 7 ft. 6 in. wide.)
1959 BEDFORD SB3 petrol 41-seater Burlington Seagull, heater, certified 1966.
1958 57 BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.
1958 56 COMMER CVD 7 (Rover diesel) 41-seater Duple Super Vega, heaters, choice six.
1957 COMMER TS3 diesel 41-seater Beadle Rochester, certified 1964, heater.
1956 BEDFORD SB3 petrol 41-seater Burlington Seagull, heater, petrol, certified 1966.
1955 COMMER TS3 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.
1954 GUY Arab (Gardner 6LW) 41-seater Burlington Seagull, heater, choice three, certified 1964.
1954 COMMER-KARRIER petrol 14-seater Plaxton full luxury, cream-blue, radio, very clean.
1954 A.E.C. Reliance (7.75) 41-seater Burlington Seagull, heater, radio, choice two.
1954 BEDFORD SB petrol 36-33-seater Burlington Seagull, certified 1965-62, choice three.
1953 51 BEDFORD SB (petrol) 33-38-seater Duple Vega, Plaxton Envoy, Yeates Riviera and Gurney Nutting, choice several, all certified.
1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.
1950 49 BEDFORD Vista (28 h.p. petrol) 29-seater Duple, choice two, certified 1964-63.

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40 DAIMLER double-decker buses, 5-cylinder Gardner engines, 2-year certificates of fitness, ready for immediate service, £250 each.
DAIMLER 1950 single-deck buses, 6-cylinder Gardner engines, Willowbrook bodies, in excellent condition throughout, £275 each; choice of three.
A.E.C. Regent Mk. III, 9.5 oil engines, air brakes, etc., first-class, condition.
LEYLAND low-bridge buses, 2-year certificates of fitness, ready for service, immaculate condition. 914-104

Used Passenger Vehicles (contd.)

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SERVICE BUSES.

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COACHES.

1952 DAIMLER Freeline, powered Daimler under-floor engine, 43 full-luxury seats trimmed in autumn tint with brown leather facings, certified May, 1962, price £875.

1951 LEYLAND PS1, 7.4-litre oil engine, full-fronted 37-seater Plaxton coach, certified October, 1961, price £675.

1949 MAUDSLAY, powered A.E.C. 7.7-litre oil engine, Whitson half-deck type, full fronted, 31 luxury seats, certified July, 1962, £225.

1948 A.E.C. Mark III, powered 9.6-litre oil engine, pre-selector gearbox, 33-seater Burlington body, certified October, 1962, £250.

1947 48 BEDFORD Vistas, 29-seaters, certified 1962, price £225.

DOUBLE-DECK.

1944 GUY Arab, powered 5LW engine, rehobbed 1953 by Northern Counties of Wigan, low-bridge 8 ft. wide, 51 seats in leather, an exceptionally clean and tidy vehicle, certificate of fitness 1963, price £350.

1943 44 GUY Arab, powered 5LW engines, bodied by Weymann, 56 seats, certificate December, 1961, and February, 1962, respectively, choice of two, £225 each.

M.O.S. RECONDITIONED ENGINES.

BEDFORD 28 h.p., complete with all accessories and clutch.
MORRIS 28.8 h.p., complete with all accessories and clutch.

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GRAMS, "BUSUNITS." 914-182

BIRMINGHAM COACH SALES, LTD.,

44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.

Phone, Midland 1355.

TWO new 1961 FORD Duples for immediate delivery.

1960 FORD Burlington 41-seater.

1958 COMMER TS3 41-seater Plaxton, radio, three heaters.

1958 BEDFORD petrol 41-seater, Burlington body.

1957 BEDFORD Duple 41-seater, quarter lights.

1956 BEDFORD petrol 41-seater Duple, new certificate of fitness.

1955 BEDFORD Plaxton 36-seater.

1954 BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.

1951 BEDFORD Duple.

1951 LEYLAND Royal Tiger 41-seater, Harrington body, certificate of fitness 1965, choice of two.

1950 LEYLAND PS2, 33-seater Harrington full front.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

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BUSINESS ON SUNDAYS BY APPOINTMENT.

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ROAD 455 (NEAR TRURO).

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1954 36-seater BEDFORD Duple, first-class condition, certificate of fitness, red and cream interior, autumn tint.

1953 37-seater BEDFORD Duple, new engine fitted August, 1960, good tyres, certificate of fitness 1963, maroon, radio and speech amplification.

1952 6 in. wide, radio and speech amplification, new engine fitted September, 1960, good all-round condition, certificate of fitness 1962, maroon exterior.

1961 Thames Duple 41-seater, ex-demonstration model, all extras fitted, one only now.

1961 Thames Duple 41-seater, K-type moulding, choice of two.

1959 41-seater BEDFORD Duple, double, all extras, low mileage, certificate of fitness 1965, red interior, maroon and grey exterior.

1954 36-seater BEDFORD, Perkins, quarter lights, Formica sides, certificate of fitness 1965.

1948 ALBION 33-seater, Booster gear.

1948 ALBION 41-seater, Booster gear.

1948 LEYLAND TS1, 33-seater.

1950 MAUDSLAY 35-seater, 7.7 engine.

CHOICE of three 1948 A.E.C. 7.7 Regal 32-seaters.

1953 37-seater, Vega, Duple.

1960 41-seater BEDFORD, diesel, Duple body.

WANTED, good 1960 SB1 and SB3 41-seaters, Duple, Plaxton or Harrington. Contact Ralph Gill, Coach Sales representative, immediately. Good part-exchange prices. H.P. and insurance arranged promptly.

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Waterloo 5991. 914-472

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.
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AND ON SATURDAY AFTERNOONS, 4005.

NEW and unregistered 1961 BEDFORD 41-seater Super Vega, 300-cu-in. diesel engine, 2-speed axle, quarter lights, tubular mesh racks, Formica to waist, heaters, radio, speed amplification, extra spot light, wheel discs, exterior red and fawn, interior red moquette with red relief.

USED:-

1959 BEDFORD petrol 41-seater Duple Super Vega, quarter lights, tubular mesh racks, heater, wheel discs, exterior red and grey, interior red moquette with fawn relief, certificate of fitness 1964.

1959 BEDFORD petrol 41-seater Duple Super Vega, radio, heaters, bonnet covers, wheel 5-spoke, extra spot, certificate of fitness 1966; choice of several.

1951 PSI LEYLAND full-front 33-seater, certificate of fitness 1966.

1950 FODEN 61W full-front 33-seater, certificate of fitness 1965.

1950 FODEN TS full-front 33-seater, new engine, certificate of fitness 1964.

A.E.C. Reliance chassis also available.

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MONMOUTH.

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914-198

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JOHNS CROSS, ROBERTSBIDGE, SUSSEX.

Phone, Robertsbridge 222, 223 and 224.

IN STOCK:-

FOR immediate delivery, new Thames Duple 41-seater luxury coach.

NEW Thames Burlingham Seagull 61, luxury coaches, both finished in cream.

1960 FRODOAN rural bus, in immaculate condition throughout, fitted heater, one owner, certificate of fitness 1967, £975.

1957 BEDFORD Duple 41-seater luxury coach, in really fine order throughout, interior red moquette with fawn relief, certificate of fitness 1963, choice of two from £2,480.

1955 BEDFORD Plaxton 36-seater, fitted radio and heater, immaculate throughout, tyres good and bodywork unmarked, certificate of fitness 1965, £2,150.

1953 BEDFORD Yeates 35-seater, in really fine order, interior as new, new engine to be fitted, tyres good all round, radio and heater, finished in red and cream, £1,495.

1951 BEDFORD Duple 33-seater, excellent condition, choice of two from £950.

1951 BEDFORD Plaxton 33-seater in mint condition, interior autumn tint with fawn leather relief, heater and radio, £1,250.

1950 COMMER 30-seater luxury coach, interior as new, seats have recently been shampooed, certificate of fitness March, 1962, £425.

914-41

THE MOTOR DEPOT.

155 WALSGRAVE ROAD,

COVENTRY.

PHONE, DAY, COVENTRY 53732.

NIGHT, COVENTRY 68503.

NEW 1951 FORD DUPLES AVAILABLE FOR IMMEDIATE DELIVERY.

1959 41-seater Duple, choice of two.

1958 41-seater COMMER TS3 Duple.

1957 37-seater BEDFORD Burlingham.

1955 36-seater BEDFORD Burlingham.

1953 35-seater BEDFORD Burlingham.

1951 33-seater BEDFORD Duple.

1951 41-seater LEYLAND Royal Tiger, Plaxton.

1951 37-seater A.E.C. Burlingham.

MANY other second-hand coaches of various types to choose from.

PART-EXCHANGES and guaranteed H.P. facilities.

THURGOODS OF WARE.

1959 March, BEDFORD Super Vega (41), exterior red and ivory, red interior, £2,875.

1958 May, BEDFORD Vega (41), exterior blue and cream, red interior, £2,575.

1957 BEDFORD Vega (41), petrol, 8-ft. wide, exterior cream and brown, red interior, radio, heater, wheel discs, two fog lamps, nice condition, £2,275.

1953 BEDFORD Vega (39), petrol, exterior blue and cream, blue interior, radio speech, electric heater, recently repainted and headrests recovered, good tyres, certificate of fitness 31.3.63, £1,475.

1952 GUY (41), Gardner underfloor 61W, good tyres all round, heater, red and cream, certificate of fitness 1962, £925.

1950 Model BEDFORD Vista, first licensed October, 1949, exterior red and cream, in good condition, sea-misted and undersprayed, £525.

1950 May, Plaxton full-fronted body, two greens, roof vents, good tyres, clean, certificate of fitness to 1964.

1948 47 Vistas, choice of six, from £175.

RETRIMS, all types including Deckers.

PHONES, Ware 2383; nights 2896.

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Used Passenger Vehicles (contd.)

KINGSLAND AND SONS (CAMBERWELL), LTD.

1955 COMMER TS3, certificate of fitness 1965, radio, heater, quarter lights, all new tyres.

1952 BEDFORD 38-seater, certificate of fitness 1962.

1952 CROSSLEY 37-seater Strachan body, certificate of fitness 1962, £600 o.n.o.

1949 BEDFORD, 29-seater body by Duple.

1947 GUY, 35-seater full-front body by Plaxton, rebodied in 1952.

41-SEATER Thames body by Plaxton, available for immediate delivery.

246 BROMLEY ROAD,

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914-254

W. S. YEATES, LTD.

DERBY ROAD, LOUGHBOROUGH.

WITH the season now in full swing we are delivering a very large number of Quality and Works tested second-hand coaches. Demand is still high and the selection we now have in stock at Loughborough is definitely the best ever. Come and see us any time (week-ends and evenings as well, but please let us know when you are coming). Inspect, test and buy with a guarantee of satisfaction. A full list is available on request.

WE can also give good delivery on most types of new coaches and also have one only Yeates converted Tripsin for delivery in three weeks.

WE are also taking finishing instructions for the front-entrance BEDFORD Yeates—in both full luxury and service bus form; contact us now for a demonstration.

FOR everything to do with coaches, write, phone or call.

W. S. YEATES, LTD.

PHONE, LOUGHBOROUGH 4321 (P.B.X.).

914-152

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FIVE-YEAR CERTIFICATES

1951 LEYLAND Royal Tiger Yeates, 41-seater, blue and cream, red interior.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, choice of two.

1953 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, certificate of fitness 1963.

1953 BEDFORD Duple 35-seater, blue and cream, certificate of fitness 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.

WE are prepared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request.

914-205

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS,

STATION BRIDGE, WEALDSTONE,

MIDDLESEX.

1954 December, COMMER TS1 Plaxton 41-seater, Eaton 2-speed, certificate of fitness 1964.

1949 COMMER Avenger, Plaxton 33-seater, certificate of fitness 1962.

1949 BEDFORD OB Thurgood 29-seater, uncertified, 10-year certificate, suitable for workmen or mobile shop.

1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE, HARROW 1031.

914-269

1950 LEYLAND PSI Burlingham full-front 35-seater,

1956 BEDFORD 41-seater Duple, heaters, £2,150.

1949 BEDFORD 29-seater Duple Vista, certificate of fitness three years, £345.

29 Brand-new Duple seats for sale, £215.

WOULD exchange for LEYLAND Tiger Cub or A.E.C. Reliance.

CONWAY HUNT, LTD. Box Rd., Ottershaw, Phone, Ottershaw 461, day and night.

914-258

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD diesel Duple Vega 41-seater, three weeks' delivery.

1956 BEDFORD Duple Super Vega 41-seater, heaters, etc., recertified 1966, £2,200.

1955 A.E.C. Reliance Burlingham Seagull 37-seater, radio and heaters, certified 1965, £2,450.

1954 BEDFORD Plaxton 36-seater, very clean, new tyres, certificate of fitness 1964, £1,585.

1954 BEDFORD (diesel) Burlingham Seagull 36-seater, certified 1963, bargain price £1,050.

1952 BEDFORD Duple Vega 33-seater, all extras, £950.

1951 LEYLAND Royal Tiger Burlingham 39-seater, radio and heaters, certified August, 1961, £1,100.

1950 LEYLAND PSI Yeates 39-seater coach, certified 1964, £725.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone, 38102-3.

914-450

1959 BEDFORD P.S.V. 11-seater, grey-blue, moderate mileage, condition excellent.

1959 ATLAS F-forward 11-seater, beige, moderate mileage, very nice condition.

1958 BEDFORD Workobus, cream-blue, one owner, moderate mileage.

1959 December, BEDFORD CAL van, one owner, moderate mileage, buff-maroon, condition excellent.

ALEX J. MARSH, LTD. Ash Vale, near Aldershot, Phone, Farnborough 1558.

914-R5238

LANCASHIRE MOTOR TRADERS, LTD.

OLYMPIC GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES.

1961 END-OF-SEASON SALE.

SPECIAL B.

1950 COMMER Avenger 33-seater Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450.

1950 BEDFORD 29-seater Duple, high-back seats, cream and red exterior, red interior, fitted heater, certificate just expired, cheap at £325.

1949 AUSTIN 31-seater Mann Egerton, cream and blue exterior, green interior, certificate of fitness to November, 1963, £295.

914-320

TRANSPORT (PASSENGER EQUIPMENT), LTD.

1948 A.E.C. 35-seater service saloons, fitted 7.7 diesel engines, excellent mechanical order and general condition.

1948 DENNIS Lancet 32-34-seater service saloons, low mileage, fitted 51W Gardner engines, first-class vehicles.

1949 DENNIS Lancet 32-34-seater service saloons, excellent condition, fitted 51W Gardner engine, certificates of fitness November, 1964.

LEYLAND and **GUY** double-decker buses, choice of 50, certificates of fitness from 1961 to 1963, prices from £175 each.

OAK HOUSE,

BRUNSWICK STREET,

MACCLESFIELD.

Phone 4433.

914-158

BEDFORD Spurling, 14 seats, certificate of fitness 1965, 2 A2 chassis, 1959, £525.

Austin Kenex, 11 seats, 1959, certificate of fitness 1962, Termis 6215, 914-42.

Bedford Busette, 1950, fitted 99/4 Perkins, 47 m.p.g., £575.

Bedford Dormobile, 1955, very clean, folding seats to beds, £295.

Miller Bros., Stapleford, Cambs. Bedford 3021 914-R5014

DIESEL ENGINE EXPORTS, LTD., offer choice of two GUY Arab high-bridge double-deckers, completely rebuilt and unused since issue of 5-year certificate of fitness, 51W engine, M.C.W. body, £500 each.

ROTHWELL HAIGH, Leeds. Phone, Rothwell 3258.

916-6148

14-SEATER 1952 Plaxton, glass quarters, radio and microphone, touring coach, 70-gallon petrol tanks fitted, certificate of fitness 1962.

CHOICE of several GUY Arab double-deck buses, high-bridge, 51W Gardner engine, certificate of fitness to 1964, ex private company, well maintained with reasonable tyres, Royal slaves, £250 each upwards.

DIESEL ENGINE EXPORTS, LTD., Rothwell Haigh, Leeds. Phone, Rothwell 3258.

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A. G. JULIAN, Brighton Garage, Brighton, Truro, Cornwall, Grampond Rd., 455. Specialists in used coaches.

1959 11-seater P.S.V. FORD Minibus, Kenex conversion, fitted heater, forward-facing seats, two-way roof light, well typed and in very good condition throughout, ready for work, certificate of fitness 1966.

1959 11-seater P.S.V. FORD Minibus, Kenex conversion, side-facing seats. Further particulars on application.

PARTICULARS, demonstrations, etc., a pleasure.

HAMBLIN'S, of Leicester, 498 Melton Rd., Leicester.

Phone, 61228-9.

914-760

A53

NEW PASSENGER VEHICLES

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NEW AUSTIN 152 13-seater P.S.V. Kenecoch.
Certificate of fitness. £850. Terms. Exchanges.
Also others.
FOLKESTONE MOTOR CO., LTD. Phone 2244. 914-456

BEDFORD
COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone. Archway 2647 (five lines).

ARE now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.
PART-EXCHANGES and H.P. terms arranged to your satisfaction zzz-0778

ARLINGTON MOTOR CO., LTD.
LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.
HEAD OFFICE:—
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OFFER FROM STOCK NEW BEDFORD PETROL OR DIESEL CHASSIS, DUPE, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK, IN PRIMER, FOR IMMEDIATE DELIVERY.

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FORD THAMES
1961 THAMES 41-seater Burlingham Seagull 61, painted ivory, Eaton 2-speed axle, radio and T.A., immediate delivery from stock.
OKATHORPE MOTOR CO., North Circular Rd., N.13, Fox Lane 0161. 914-404

New Passenger Vehicles (contd.)

MILLBURN,
THE PASSENGER-VEHICLE SPECIALISTS.
TO COACH OPERATORS.

GIVE YOUR PASSENGERS FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 6D 41-SEATER DUPEL SUPER DE LUXE COACH. FITTED WITH 2-SPEED AXLES, NEW-TYPE BRAKING.

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AT
MILLBURN MOTORS, LTD.
GLASGOW, BELL 0073.
LONGTON, LANCs. 3255-6.
CARLISLE 25422.

DEMONSTRATIONS AT ANY TIME OR PLACE. DELIVERY IMMEDIATE.

MILLBURN MOTORS (PRESTON), LTD.
WALMER BRIDGE, LONGTON, PRESTON, LANCs. 914-117

LAMBERTS OF KINGSTON, LTD.
MAIN FORD DISTRIBUTORS.

1961 Thames Duplex, one only in stock. Part-exchanges and hire-purchase terms to your satisfaction. Immediate delivery—Now!

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A. SPRINGALL, LTD.

IMMEDIATE delivery of new Thames with Duplex, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.

A. SPRINGALL, LTD., Plumstead Common, S.E.18, Woolwich 5313. 914-479

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NEW 14-seater KARRIER luxury coach. Lilliput body by Readings, heater, trim and paint to customer's requirements, available June 1961.
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TROJAN
HAMBLIN'S OF LEICESTER,
THE LIGHT COACH SPECIALISTS,
DISTRIBUTORS OF THE FAMOUS TROJAN

14-seater coach, £1,475 ex works. Full P.S.V. Certificate for seven years.
Powered by the famous Perkins P3 engine, giving up to 40 m.p.h.
This is the ideal vehicle to replace your existing Mini or Omnicoach.

DELIVERY FROM STOCK.
20% DEPOSIT, BALANCE OVER FOUR YEARS.
PART-EXCHANGES A SPECIALITY.
CONTACT US NOW FOR FURTHER DETAILS AND DEMONSTRATIONS:

HAMBLIN'S OF LEICESTER,
498 MELTON ROAD, LEICESTER.
Phone 61228-9. zzz-863

NEW and unregistered luxury coach for immediate delivery. Park Motors (Kingston), Ltd., 187-193 London Rd., Kingston, Surrey. Kingston 7619. 914-425

VOLKSWAGEN
EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery Kombi, Microbus, van, pick-up ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. zzz-741

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AMBULANCES
AMBULANCES, new and used, diesel and petrol. Dennis, Commer, Morris, Austin and Bedford. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 914-46

AGRICULTURAL VEHICLES
BEDFORD R.L.C. chassis and cab, under 1,000 miles, £650.
SWORDER MOTORS (EXPORTS), LTD., Loudwater, High Wycombe. Phone, High Wycombe 4078. 914-6118

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)
CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. zzz-882
SCAMMELL flat 155, 18- and 22-ft. trailers, 3-6-ton capacity from £65.
J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 914-850

CAPITAL MOTOR CO., LTD.
BEDFORD MAIN DEALERS
SCAMMELL DISTRIBUTORS.

NEW SCAMMELL Scarab 3- and 6-ton petrol or diesel, early delivery.
NEW SCAMMELL 8-ton 23-ft. sided trailers, immediate delivery.
USED 3- and 6-ton SCAMMELL units.
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COMMER Superpoise 1953 articulated with low-loader semi-trailer, P6 engine.
CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 914-322
ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 914-295

1957 SCAMMELL-BEDFORD unit, 300 diesel, £295.
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.
HANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2633-4. 914-437
NEW SCAMMELL Scarabs, favourable delivery.

NEW BEDFORD tractors available immediately.
NEW SCAMMELL trailers, automatic or S.A.E. fifth-wheel coupling.
E. J. BAKER AND CO. (DORKING), LTD.
DORKING 3822. 914-474

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Miscellaneous Vehicles (contd.)

1958 FORD Trader 6D, fifth-wheel coupling, Tasker 22-ft. semi-low-loader, excellent condition. C. Russett, 155 Millbank St., Northam. Southampton 26590. 914-471

1960 BEDFORD 10-12-ton (300 diesel) unit with Scammell 24-ft. semi-trailer, engine just reconditioned, whole outfit without fault, £995. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Malden 5342. 914-367

1956 B.M.C. tractor unit and two boxvan trailers, approx. 850 cu. ft. each, in primer, fifth wheel coupling, ex C licence user and in good condition, would separate. Hibberd, Warwick St., Coventry 72255-6. 914-564

BREAKDOWN VEHICLES
ONE A.E.C. 6 x 6 diesel, fitted heavy-duty power-operated twin jibs with side lifting, ideal for all heavy trucks, price £1,150.
SWORDER MOTORS (EXPORTS), LTD., Loudwater, High Wycombe. Phone, High Wycombe 4078. 914-6117

1958 BEDFORD breakdown, fitted with lift, etc., £185 or offer. Seen Plaistow. Hannibal Movements, Ltd., 2 Rangoon St., E.C.3. 915-6147
BEDFORD J2 1960 diesel breakdown truck, as new, top Harve Frost, twin-lift crane, radio, heater, twin stop lights, flashers, etc., bargain, £875. Dickerson Motors, Dunstable. Phone, Dunstable 61608. 914-427

Breakdown Vehicles Wanted
5-TON breakdown twin-wheel touring ambulance required. Particulars to Midas Motor Services, Brentwood 5333. 914-177

CARAVANS
TROJAN P3 diesel, station wagon-motor caravan, like new, 45 m.p.h. Eliot, Therfield, Royston, Herts. 914-x5193

CATTLE CONVEYORS AND HORSEBOXES
AUSTIN vans, ex Civil Defence, as new, ideal conversion horsebox-cattle truck £150. Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cumnor 2359 Depot, Stanton Harcourt Rd., Eynsham, Oxon. 917-6102
THAMES 1954, two horsebox rear-loading with Luton type body, very good tyres, P4 engine, very clean and sound vehicle, £225. Phone, Adams, 25 Hale Avenue, Chatham 41548. 914-x5022

ESTATE CARS AND UTILITIES
1954 Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 914-260

EX-W.D. VEHICLES
A.E.C., Albion, Austin, Bedford, F.W.D., Maudslay. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
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Miscellaneous Vehicles (contd.)

GENTLEMEN WORTH KNOWING.
CUNDEY AND STEWART, LTD.,
DEALERS AND DISMANTLERS OF EX-W.D. VEHICLES ONLY.
SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES. SPARES AND TYRES.
ALFRETON, DERBYSHIRE.
PHONE, LEABROOKS 477. 914-704

SWORDER (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares. London Rd. Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078. zzz-933

FOR sale. Vehicles and spares.
MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.
COMMERCIAL vehicles always required for dismantling.
SEND us your offers and requirements.
C. MORGAN AND SON, Waltham Chase, Southampton, Bishop's Waltham 133. zzz-868

FOR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 914-521

INSULATED VANS
23-FT. 10-ton SCAMMELL insulated van, in very good condition, £450. 4 Carruthers St., Liverpool, 4. Central 2047. 914-339

JEEP
M38, Late type, hard and soft top, low mileage, ex U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 914-553

LUTON VANS AND PANTECHNICS
LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £295. Two-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. zzz-780

ARLINGTON MOTOR CO., LTD.
IMMEDIATE delivery BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.
HIGH ROAD, PONDERS END, ENFIELD, MIDD. Howard 1266.

ARLINGTON MOTOR CO., LTD. 914-183

Miscellaneous Vehicles (contd.)

H. A. S. SAUNDERS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN 3-ton FG chassis-cabs, petrol or diesel, fitted with 1,075 c.c. Luton bodies, available for immediate delivery.
AUSTIN S200 FG 30-cwt. chassis-cabs, petrol or diesel, with 600 c.c. Luton bodies, available for immediate delivery.
AUSTIN S200 FG 30-cwt. chassis-cab, diesel, with box-van body, side and rear roller shutters available.
AUSTIN LD5 30-cwt. chassis, petrol, with 500 c.c. Luton body, drop well, low-loading tailboard available.
ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. S. SAUNDERS, LTD.

836 HIGH ROAD, FINCHLEY, N.12.

Hillside 8822, ext. 22. 914-179

1960 SEDDON, Leyland engine, overdrive gearbox, 18-ft. boxvan, 15-cwt. tail lift, 9.00 x 20 tyres, heater, flashers; this is a really first-class machine, wonderful condition. £1,525.

TRADER, late 1958, 4-ton 4D Luton, 1,100 cu. ft., walk-in tailboard, £525. Con 4777 or 4713. 914-440

1959, December, BEDFORD 7-ton forward-control diesel aluminium boxvan, 750 cu. ft., £775. Dawmer Motors, Ltd., Ewell By-pass, Surrey. Ewell 2382. 914-430

900-CU.-FT. 1955 FORD 4 diesel pantechnicon, £220.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Grc 2033-4. 914-436

J. OLLERTON AND CO., LTD.

COMMERCIAL FORD DEALERS.

MANCHESTER ROAD,

BOLTON.

Phone, Bolton 26566-7.

1957, December, registered trader, 5 ton, long-wheelbase Luton van, one owner, low mileage, 6D engine, first-class order, bargain offer. 914-313

MORRIS-COMMERCIAL 1,200-cu.-ft. pantechnicon, CVF 1948 model, petrol engine, owner driven, above average condition, integral crew cab, RFL to 31.12.6. Offers and inquiries to Furrell and Beardwell, Ltd., The Grove Garage, Witham, Essex. Phone, Witham 372-3-4. 915-6166

MORRIS-COMMERCIAL 4.5-ton 1955 (diesel) forward-control 1,000-cu.-ft. Luton van (integral cab), in fine and clean condition, excellent set of 7.50 x 20 tyres, reasonable trial welcomed, H.P. arranged, £345. W.E.M. Motors (Wimbledon), 505-508 Kingston Rd., London, S.W.20. Phone, Malden 5342. 914-365

BIRMINGHAM COMMERCIAL OFFER:

NEW MORRIS 5-ton Luton van, 1,650 cu. ft.

NEW MORRIS 30-cwt. Luton van, 675 cu. ft.

TRADER 1958 4-ton Luton van, 1,850 cu. ft.

AUSTIN 1952, 5-ton Luton van, 950 cu. ft.

BIRMINGHAM COMMERCIAL MOTORS, LTD., Wright St., (near of 560 Coventry Rd.), Birmingham, 19. Phone, Victoria 0437. 914-572

DECEMBER, 1957, Karrier Bantam 900-cu.-ft. Luton van, factory reconditioned engine, new batteries, brakes refitted, good tyres, £550.

1955 Thames 4D 1,000-cu.-ft. Luton, £475.

OK THORPE MOTOR CO., North Circular Rd., N.13. Fox Lane 0161. 914-403

NEW Hi-bulk Luton on Morris J2 440 cu. ft. available as stock £702.15s., unladen £775 painted one colour, passenger seat and heater. Phone, Bishopton 3393. 914-401

1956 B.M.C. diesel 5.1 Luton van, 1,900-cu.-ft. body with 4-ft. 6-in. drop tailboard and rear doors, complete with centre and side drop sheets, in immaculate condition, £575. Phone, Stepien Green 5522. 914-134

Luton Vans and Pantechnicons Wanted

WANTED, 1951-60 pantechnicons from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day, Greenwich 2031. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. 914-435

WANTED, Luton (approximate 1957) furniture van, 850 cu. ft., 2 tons 15 cwt. unladen (approximate) Phone, Crediton (Devon) 2074. 914-x5066

MOBILE SHOPS, CANTEENS, ETC.

AUSTIN vans, ex-civil defence, as new condition, all-steel construction, fitted side door, windows, cupboards, lockers and racks, etc., ideal mobile shop or wholesale distribution, price £150. Full details from: Agricultural Vehicles, 24 Third Acre Rise, Oxford, Cumnor 2359. Denot: Stanton Harcourt Rd., Caversham, Oxon. 917-6101

SMITH'S used Karrier Bantam, long chassis, 1960, completely equipped grocery shop, mileage under 5,000, £1,475; also Commer diesel, 1957, £850; and Karrier Bantam, 1960, long chassis, 350 miles only, £1,375. Bedford, Fordson, Morris used mobile shops and canteens for all trades, Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 914-44

1949 GUY coach converted to mobile shop, counter in Formica, fitted racks and shelves, £325.

1950 LEXLAND PS2 33-seater, interior stripped ready for conversion, door at rear, £350.

E. J. BAKER AND CO. (DORKING), LTD., Farnham Trading Estate, Farnham, Surrey. Phone, Farnham 4626-7. 914-135

Miscellaneous Vehicles (contd.)

MUNICIPAL VEHICLES

REFUSE collection, One S model BEDFORD fitted with Lagor compressor body and Paladin rear bin hoist, vehicle overhauled and offered for sale in first-class order, demonstration by appointment.

RICE ENGINEERING CO., LTD., 27 Coldharbour Lane, Camberwell, S.E.5. 222-797

COMMER Karrier road sweeper, as used by municipalities, new brushes fitted, new tyres, ideal for factory roads, etc. £250.

ARTHUR MARTIN, South St. (next to Eagle Tavern), Taunton, Phone 81171-2. 914-71

REFRIGERATED TRANSPORT

REFRIGERATED Morris demonstration van, petrol, 6,000 miles only, 3-ton chassis-cab fitted heater, electric driven and electric mains, Airbown variable temperature refrigeration, approx. 360 cu. ft. carrying capacity. INSULATED COACHBODIES AND CO., Vaile Works, Ash Vaile, near Aldershot. Phone, Farnborough 1558. 914-xA5228

ROAD ROLLERS

ROAD roller, Barford diesel, needs repair, £175.

ONE road roller, 24-tonner, good condition, £325.

COMPRESSOR 2-ton diesel, £125.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 914-333

TANK WAGONS

LEYLAND Comet, Alphon, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, 1-2000-gal. spirit tankers and independent tanker tippers, cargo pumps and compressors, all types list available. Bridge Motors Commercial, Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-841

ARTIC tankers, ex U.S.A., 1,800 gal., £125; 3,600 gal., £325.

SWORDER MOTORS (EXPORT), LTD., Loudwater, High Wycombe. Phone, High Wycombe 4078. 914-6116

1959 E.R.F. 4-wheeler, 4LW, 1,080-gal. stainless-steel lagged tank, automatic lubrication, low mileage.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 914-223

4,000, 3,600, 2,000 spirit fuel and oil tankers available immediate delivery, articulated or rigid fitted new and second-hand 8-, 6- or 4-wheeled chassis and tanks, or chassis sold separately if required. Tanks, all sizes to order.

HATTER BROS., Austin Agents of Grays. Phone, Purfleet 5488. 914-265

1951 LEYLAND Octopus, 3,600 gallons fuel oil and spirit tanker, complete with pumps, choice of several.

1956 B.M.C. 1,200-gallon three-compartment spirit tanker with pump.

1951 LEYLAND Comet 1,200-gallon three-compartment spirit tanker.

1950 A.E.C. 3,600-gallon spirit tanker with pump.

H. A. DOLMAN, 215 North Rd., Southend-on-Sea. Phone 43262. 914-507

1958 BEDFORD articulated 2,000-gal. tanker, 3-compartment, lagged and lined, in first-class order, with 300 engine and 2-speed axle, S.A.E. coupling, one owner since new, £950.

1957 B.M.C. diesel 1,500-gal. stainless steel lagged tanker, in excellent order, bargain.

1952 MORRIS Bedford 1,200-gal. tanker, 3-compartment, in very good order at £200 each, choice of several.

ALSO a number of other useful tankers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 914-299

950 GALLON Bedford QL 4 x 4, complete with pump and hose, excellent condition.

MERTON ENGINEERING CO., LTD., Fuggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 914-370

1960 2,000-gallon 3-compartment BEDFORD articulated tanker with Beckmeter delivery gauge, pump and hose, excellent condition, cheap to clear, J. R. Swanston. Colnbrook 2741, Bucks. 914-416

ONE new AUSTIN 702 chassis-cab, 150-in. wheelbase, 5-speed box, shock absorbers, 9.00 x 20 tyres, fitted with Bonalack light alloy Pneumajector tank, capacity 270 cu. ft., with Edbro tipping gear, £2,930, this vehicle is suitable for bulk cement to 9 tons capacity.

J.AMES HOWELL AND CO., LTD., Newport Rd., Cardiff. Cardiff 35591. 914-202

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer, Kin 6136, Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

1954 AUSTIN tipper, Perkins P6, large capacity aluminium body about 12 yd., 9.00 x 20 tyres, excellent condition, £360. 1953 Commer, 6 yd., Perkins P6, Eaton 2-speed axle, £280. Ford Thames, 5 yd., petrol engine, £140.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-860

1960 FORD Traders, £775.

1956 LEYLAND Comet, long wheelbase, £750.

1954 DODGE 7-ton short-wheelbase tipper, £375.

1959 COMMER TS1 long-wheelbase tipper with Unipower 12 yd. tipping gear, £1,495.

ALWAYS 20 new tippers in stock.

24-HOUR service for Pilot and Edbro tipping gears and spares.

JOHNS HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456-7. 914-81

Miscellaneous Vehicles (contd.)

HYDRAULIC TIPPING GEARS AND BODIES

LARGE STOCKS FOR QUICK DELIVERY HELD AT

WELFORD ENGINEERING (OLDURY), LTD.

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50 10.50 x 16 tyres and wheels, 50 9.00 x 16 tyres and wheels, new, S. Gregory, 89 Granville Rd., Southfields, S.W.18. Vandyke 6344. 914-62

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. H. Matheux, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-936

WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankshafts, broken crankshafts and all other motor and diesel parts, perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls. Renown 2148. Grams, Barikumar, Walegreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast.

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. zzz-602

WHEELS

USED units, Whitefield, Burnley (phone 2262). All makes and types in stock. zzz-978

BEDFORD, Commer, A.E.C., Ford and most others; also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. zzz-728

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and sizes in stock. zzz-988

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

2,000 Wheels in stock of all types and sizes. English and American. zzz-938

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. zzz-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 5271, for Bedford wheelbase extensions and York third axle conversions. 919-9995

WINDSCREENS

PERSPEX cut to size and pattern, Denny, Ltd., 11 Netherwood Rd., W.14. She 5152, 1426. zzz-657

WINDSCREEN assemblies, half-drops, sliding windows, manufactured alloy fr-ventil. Quick frame repairs and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.3. Shoreditch 3272-5. zzz-823

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

BY ORDER OF
THE SECRETARY OF STATE FOR WAR.
38th SALE

E. & R.

CENTRAL ORDNANCE DEPOT, BICESTER, OXON.
IMPORTANT SALE BY AUCTION BY
MIDLAND MARTS, LTD.,
OF

GOVERNMENT **S**URPLUS **B**ITISH AND
AERICAN **V**EHICLE **S**PARES, **T**YRES,
BATTERIES, **G**ENERATORS AND **S**PARES,
ENGINEERING **S**PARES, **E**T.C.

INCLUDING:—

11 DUNLOP EARTH MOVER TYRES 21.00 X 25.
60 DUNLOP EARTH MOVER TYRES 14.00 X 24.
390 OTHER TYRES, 11,700 INNER TYRES. AUSTIN,
MORRIS, HUMBER, KARRIER, COMMER AND
ROLLS-ROYCE PETROL ENGINES, LEYLAND
DIESEL ENGINES. BEDFORD, AUSTIN, LEYLAND,
DENNIS AND COMMER REAR AXLES; BEDFORD
WATER PUMPS AND REAR SPRINGS. SPEEDO-
METERS AND CABLES, MOTORCYCLE SPARES,
VEHICLE LIGHT BULBS, DEWANDRE SERVO
BRAKE UNITS, LUCAS STARTER MOTORS AND
DYNAMOS, LUCAS ARMATURES, SOLEX CAR-
BURETTERS, CATERPILLAR D7 TRACKS, TRACK
LINK ASSEMBLIES AND GROUSE SHOES, CATER-
PILLAR TRACK LINKS, SHERMAN RUBBER TRACK
SECTIONS, 10,800 WHEEL DISCS, AUSTIN, DENNIS,
SCAMMELL AND TRAILER SPRINGS, TECALEMT
GREASING PLANT, 4 SEMI-TRAILERS WITH
PHOTOGRAPHIC EQUIPMENT, ETC.

LISTER GENERATORS 15 KVA. 230 V. ONAN
GENERATOR, 300 CHARGING SETS A.C./D.C., 1,000
CHARGING SWITCHBOARDS, LARGE QUANTITY
OF LISTER SPARES, 16,240 LEAD ACID BATTERIES
6 V. 75 AH., 18,000 SHELLEY 4-TON SCREW JACKS,
SHACKLES, SNATCH BLOCKS AND LIFTING AND
TOWING TACKLE, ETC.

WHICH WILL BE SOLD IN LARGE AND SMALL
LOTS TO SUIT ALL PURCHASERS

ON

TUESDAY AND WEDNESDAY,
JULY 4 AND 5, 1961.

AT 11 A.M. ON EACH DAY.

VIEW DAYS: Thursday, Friday and Monday, June 29
and 30, and July 3, and on the mornings of the sale.

CATALOGUES, price 1s, to admit two to view and one
on sale days, from the Auctioneers, Midland Marts, Ltd.
(Dept. 7), Market Square, Bicester, Oxon. Phone 73
and 533. 914-15

ACCOMMODATION

CATERING—WEST COUNTRY.

PAIGNTON HYDRO HOTEL. The most popular
coaching hostelry in Torbay. 100 bedrooms, all
modern amenities. Fully licensed. Offer accommodation
for Saturday nights only, fully booked for remainder of
1961 season. Two large restaurants are available for
lunch parties. Menus available at reasonable prices.
Own coach/park. Apply Mr. W. J. Gent, M.H.C.I.
Phone 56333. 914-6991

BUSINESSES, PREMISES, OFFICES, ETC.

SOUTH-WEST, close to large city, coach business for
sale, nine coaches, 64 E and T licences together with
regular contracts all year round. Freehold garage and
workshops if required. Box CM124, care of "The Com-
mercial Motor." 914-6092

HAULAGE business for sale, outskirts of large south-
west city, 12 modern vehicles including five (18 tons)
on A licence, normal user; general goods, including furni-
ture removals good conditions on remaining B licences;
9,000 sq. ft. of freehold premises for workshops and
storage, inspection pit, petrol pumps, etc. Box CM123,
care of "The Commercial Motor." 914-6091

NORTH WEST Transport Co. for sale, 163 ton of A
and B licences, articles, and rigid, first-class normal
user goodwill £20,000 vehicles at market valuation.
Premises if required. Apply Box CM1312, care of "The
Commercial Motor." 914-6127

FOR sale. Haulage business, two A licences, 13 tons,
regular return traffic. Apply Box CM1319, care of
"The Commercial Motor." 914-6138

FOR sale. Central Scotland, transport business, limited
company, eight modern vehicles and A licences, Apply
Box CM1316, care of "The Commercial Motor." 914-6137

FOR sale. Three coaches with excursions and tour
licences. House and garage if required. Haigh's
Tours, Ltd., Bulay Villa, Springdale, Huddersfield.
914-x5025

SILVERTOWN London, old established haulage business
for sale, 32 tons B licences, contract-As, etc., with/
without premises (fully equipped yard, workshop, stores
and offices) on lease, some h.p. arranged, offers invited.
Box CM144, care of "The Commercial Motor." 916-6165

Miscellaneous Advertisements (contd.)

HAULAGE Business, Birmingham, comprising of three
vehicles with A licences, approximately 10 tons for
most goods, Great Britain. Best offer.

HAULAGE Business, North West, consisting of 1959
Thames Trader upper and Thornycroft Trident with
B licences with very wide user conditions. Limited Com-
pany, £1,950.

1959 Thames Trader 7-ton long-wheelbase lorry, as
new, with A licence, North West Area. Limited
Company.

AUSTIN van with B licence, based Manchester, general
goods, 15 miles of base.

FULLER particulars of the above supplied on request
and we are prepared to take anything in part-
exchange including property, etc.

WILDE AND BENNETT, LTD.

HADFIELD.

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 914-279

BIRMINGHAM COMMERCIAL OFFER.—

HAULAGE business, 10 tons open A on modern Dodge
vehicles, 7 tons B licence on 1960 Dodge vehicles,
including doors, windows and galvanized cladding, 96 ft. x
36 ft., £1,100 delivered. Steel building, with side rails
and fully opening doors one end, 75 ft. x 60 ft., £1,250
delivered. Offers invited. Ballards Wharf East Quay,
Pool 334. 914-6087

1955 Seddon truck, 3 tons 9 cwt., special A, West
Midlands, good user and figures available.

BIRMINGHAM COMMERCIAL MOTORS, LTD.,
Wright St. (near of 560 Coventry Rd.), Birmingham,
10. Phone Victoria 0437. 914-571

STEEL buildings with asbestos roofs and down-pipes,
84 ft. x 20 ft., £360 delivered; 110 ft. x 40 ft., £1,100
delivered; 60 ft. x 25 ft., £375 delivered. Steel building,
including doors, windows and galvanized cladding, 96 ft. x
36 ft., £1,100 delivered. Steel building, with side rails
and fully opening doors one end, 75 ft. x 60 ft., £1,250
delivered. Offers invited. Ballards Wharf East Quay,
Pool 334. 914-6087

METROPOLITAN. Haulage General Goods A licence
business, 19 ton approx., with five modern diesel
vehicles, £12,500. Principals only. Box CM1410, care
of "The Commercial Motor." 916-6162

ESTABLISHED London and Midlands service, 34-ton A
licence, 10 Modern vehicles, due to retirement of
principal. Box CM141, care of "The Commercial
Motor." 914-281

COMPANY for disposal operating 50 A-licensed vehicles,
London and Southern England. Box CM146, care
of "The Commercial Motor." 914-248

HAULAGE business for sale (limited company), 6- and
8-wheel tippers, 12 B licences (50-mile radius), solid
coal and fuel, three contract-As, good long- and short-
term contracts, yard and offices 7,000 sq. ft., price £18,500.
Box CM143, care of "The Commercial Motor." 914-283

FOR sale, December, 1959, Ford Trader tipper with
20 miles radius B licence, Yorks, Derby, Notts
border. Box CM145, care of "The Commercial Motor." 917-6164

NORTH Leics. Valuable site 3½ acres with permission
for industrial development, three substantial Romney
buildings, floor space 12,000 ft., superior and new
detached house, prominent position off main highway,
convenient entrance M1 extension, Derby nine miles,
Nottingham 12 miles. Particulars, W. and F. Armstrong
and Co., Devonshire Square, Loughborough. Phone
4546-7. 914-287

REMOVAL Business, in thriving South Cheshire town,
two vans total unladen weight 7 tons, operating on
A licence, both vehicles in really exceptional condition,
some regular work, audited accounts, for further information,
etc., write in strictest confidence to Box CM141,
care of "The Commercial Motor." 915-6169

HAULAGE business for sale, limited company, approx.
120 tons A licence and approx. 15 tons contract-A
licence, consisting of 16 8-wheel bulk tipping vehicles with
good normal user. Box CM106, care of "The Com-
mercial Motor." 914-350

PROGRESSIVE private haulage business for sale,
together with freehold property, garages, stores and
office, South Western area, excellent connection in Devon,
Cornwall and southern counties, operating 12 vehicles over
23 tons A, 21 tons A contract, and 6 tons B licences,
audited accounts available. Box CM148, care of "The
Commercial Motor." 916-x5191

HAULAGE contractors: Why not save money? Have
your own tank. Storage space available for diesel.
No additional layout. Cheap rent, on main A6 road
eight miles north of Preston. Box CM1419, care of
"The Commercial Motor." 914-591

Businesses, Premises, Offices, etc., Wanted

HAULAGE business required in Glasgow area if pos-
sible. Please reply giving details of A licence (normal
user) and vehicles operated. All replies treated in strictest
confidence. Box CM1217, care of "The Commercial
Motor." 915-6123

WANTED Haulage Business with Ordinary A licences
and B licences in any part of the country, or alter-
natively we are prepared to sell your business for a com-
mission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD.

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 914-278

WANTED small carriers business in Southampton-
Salisbury area three or four A licences (Bs con-
sidered). Premises and management also of interest. Full
particulars to Box CM1414, care of "The Commercial
Motor." 915-x5167

GARAGE or yard required, London area, suitable for
transport, bus or rent. Box CM099, care of "The
Commercial Motor." 914-554

Miscellaneous Advertisements (contd.)

CONTRACT HIRE

LAND ROVERS and light vans available on contract
hire. Apply for terms.
COOMBS COMMERCIALS (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 914-502

CONTRACTS FOR HIRE AND WANTED

KEELING TRANSPORT, LTD., 78 Traffic St., Derby.
have Luton vans available for immediate contract hire,
1,300-2,000-cu-ft. capacity, maximum carrying capacity
5 tons, painted and lettered to customer's requirements,
immediate quotations upon receipt of adequate information.
915-6088

CONTRACT required new 8-wheeled platform lorry,
owner-driver, local or long distance. Phone, Maiden-
head 503. 914-x5023

OWNER-DRIVEN 8-ton dropside tipper available for
contract. N.W. area preferred. Kingsley, 1 Derwent
St., Rochdale, Lancs. 914-x4946

REGULAR contract wanted by owner-driver, 3 ton
Luton, Midlands or London and South West. Phone,
Wellington, Somerset 2358. 917-x5105

CONTRACT required for Thames Trader, steel body
tipper, N.W. area preferred. Box CM1413, care of
"The Commercial Motor." 915-x5194

CONVERSIONS

HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END
CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.,

SOUTHAMPTON 28331 (EIGHT LINES). 914-955

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb-capacity fork-lifts, single-cylinder
air-cooled engines, good working order, £240.
W. VASS, LTD., Amphill, Bedford. Amphill 3255.
914-615

We always have for sale at least one Coventry Climax
or similar diesel fork-lift truck, 9- or 12-ft. lift, which has
been completely overhauled through our organization,
repainted manufacturers' colours, test certificate and
covered by three months' written guarantee.

PRICES FROM £1,250 EX WORKS.

MATHEW BROTHERS,

87 BEDDINGTON LANE, CROYDON, SURREY.

Phone, Tho 3402 (five lines). 914-853

4,000-lb. Coventry Climax diesel fork-lift truck,
pneumatics, 12-ft. lift, overhauled, East
Anglian Plant Hire, Ltd., Harborough Rd., Brixworth,
Northampton. Phone, Brixworth 288. 914-493

Fork-lift Trucks Wanted

FORK-LIFT trucks urgently wanted!!! All types. Imme-
diate inspection and payment. Speed Electronics, Dent,
CM, Church St., Basford, Nottingham. Phone, 75716.
914-6104

INSURANCE

PAUL CHILDS, LTD.,

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

BEST market rates—no claims bonus to 40%. Monthly
or quarterly payments accepted. 914-655

ROYAL 5066-9. The quickest way of shipping your
car anywhere in the world is through
FAKON, LTD., 51-53 Crutched Friars, E.C.3. 914-728

MISCELLANEOUS

DAMAGED Leyland 600 engine, bargain, £75.
SIX 6-cylinder Albion diesel engines, £70 each.

1950 ALBION dekker, 56 seats, certificate of fitness
three years, price, £475, any vehicle considered
for part-exchange.

TIGER COACHES, Dewshill Garage, Salisbury. Phone,
Salisbury 242. 914-9134

X-W.D. spray paint, olive green, 50 gallons £12 10s.;
also grey lead paint, 15s. a gallon. Phone, Hayes
(Middlesex) 0985. 914-311

SECURITY PARKING

WHEN in Liverpool park at Bankview Service Station
on Derby Rd., two miles north from the dock
tunnel entrance. Phone, Route 5474. Weighbridge avail-
able capacity 40 tons. Enclosed parking with 24-hour
service. 914-864

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on
"No pass, no fee" terms. Over 90% successes. For
details of exams, and courses in all branches of auto,
diesel, aero, mechanical engineering, etc., write for 148-
page handbook, free B.I.E.T. (Dept. 725), 29 Wright's
Lane, London, W.8. 914-812

AN assistant service manager is required by a Midlands
vehicle distributor. The successful applicant will be
experienced in both workshop and office procedure and
able to organize and control staff. Write full details
of education, experience and present salary to Box
CM1318, care of "The Commercial Motor." 914-6139

COMMERCIAL-VEHICLE salesman of proven ability,
B.M.C. distributors in East Anglia have vacancy, good
potential, salary and commission, pension scheme. Apply
Sales Manager, Box CM142, care of "The Commercial
Motor." 914-282

Miscellaneous Advertisements (contd.)

NATIONAL COMPANY
IN MIDDLESEX
with 400 plus fleet has a vacancy for experienced man
with knowledge of licensing and accident insurance
procedures and correspondence.
Salary dependent upon age, experience and qualifications.
Pension scheme.

Please apply in confidence with full details to

**BOX CM1211,
CARE OF "THE COMMERCIAL MOTOR"**

914-3

VAUXHALL and Bedford salesman required. Write
giving fullest particulars to sales director, G.N. Ltd.,
300 Batham High Rd., S.W.17. 915-6160

**MANCHESTER CORPORATION TRANSPORT
DEPARTMENT
REQUIRE
PROCESS AND PLANNING OFFICER.**

The successful applicant will be in charge of incentive
scheme operation and of the rate fixing section at the
Department's Central Repair Works, seven bus garages.
Salary £1,140/£1,310 per annum. Preferable qualifications:
Final Examination I.Mech.E. or H.N.C. Further details
and application forms from the General Manager, 55
Piccadilly, Manchester, 1.

Applications returnable by Monday, July 3, 1961. 914-7

SENIOR transport operator required, age 30-35, at head-
quarters office, applicants should be fully conversant
with all aspects of road freight movement, this post
carries full staff conditions and presents a good opportunity
for keen man to join a large organization.

APPLICATIONS in writing marked "Confidential" to
Transport Manager, Transport Division, Bowaters
Services and Transport, Ltd., 87 Kings Avenue, Clapham,
S.W.4. 914-2

YOUNG Men with good educational background,
attractive personalities and experience in the sales
field, who wish to embark upon a promising career as car
salesmen with a leading Rootes distributor, should apply
in writing giving details of age, salary, education and
experience to the Sales Director, Ray Powell, Ltd., Eastern
Avenue, Ilford, Essex. A driving licence is essential. 914-21

DUPLE MOTOR BODIES, LTD.

EDGWARE ROAD,
THE HYDE, LONDON, N.W.9.

URGENTLY REQUIRED
FULLY EXPERIENCED

**SENIOR P.S.V. DRAUGHTSMEN
FOR LUXURY COACHWORK.**

These appointments offer good scope and prospects for
Draughtsmen with initiative and ambition. Apply in
confidence to the Personnel Manager. 914-399

COMMERCIAL vehicle representative required for
London and S.E. area. Applicants must have exten-
sive experience in commercial vehicle selling. The posi-
tion carries a very attractive salary plus generous com-
mission with excellent pension scheme, car provided. Write
in strict confidence, giving particulars of experience and
salary required, to the Manager, Commercial Vehicle
Division, Car Mart Sales, Ltd., Welsh Harp, Edgware
Rd., London, N.W.9. 914-6

MANAGEMENT TRAINEES.

REQUIRED, by a public company group distributing
nationally on a large scale, a limited number of
eligible young men to be trained for important manage-
ment positions in transport and distribution organization.
Candidates must have the following qualifications:—

1. GENERAL CERTIFICATE OF EDUCATION OR
EQUIVALENT;
2. BASIC WORKSHOP AND TECHNICAL EXPERI-
ENCE IN MECHANICAL ENGINEERING;
3. APTITUDE FOR STUDY, TRAINING AND
ACCEPTANCE OF RESPONSIBILITY.

The positions (which are permanent and pensionable)
offer special opportunities with interesting scope for keen
young men 21-30 years of age, who are adaptable and
willing to take up residence anywhere in the British Isles
as opportunities for advancement occur.

Commencing salary will be paid according to age and
experience. Minimum £600 per annum, with annual bonus
subject to satisfactory service.

Applications (in confidence) in first instance by letter,
giving full details in chronological order to:—

**THE MANAGING DIRECTOR,
TRANSPORT CONSULTANTS, LTD.,**

(CALOR GAS GROUP),

36 HIGHAM ROAD,
RUSHDEN, NORTHAMPTONSHIRE. 914-115

FIRST-CLASS partisan required, preferably with
Vauxhall-Bedford experience, living accommodation
available. Apply in writing stating salary and experience,
to Green Garages, Ltd., 641 Staines Rd., Bedford. 914-551

VEHICLE salesmen seeking promotion to junior execu-
tive status should apply to Ray Powell, Ltd., the
leading Rootes distributors, for a position as fleet sales
representative. The applicant selected for this executive
position will probably be in the age group 28-40 and
will combine ambition, personality and drive with a sound
knowledge of car and, particularly, commercial vehicle
marketing. A good education, the practised ability to
negotiate at every level, a proven sales record and the
highest possible references, will also be required of
applicants, who should apply in writing, giving fullest
details, to the Sales Director, Ray Powell, Ltd., Eastern
Avenue, Ilford, Essex. 914-20

Miscellaneous Advertisements (contd.)

WESTERN WELSH OMNIBUS CO., LTD.

VACANCY FOR GENERAL MANAGER.

The Western Welsh Omnibus Co., Ltd., invites applica-
tions for the appointment of General Manager of the
company in succession to Mr. T. G. Davies, who will
be retiring towards the end of the year.

The company, with headquarters at Cardiff, operates some
700 vehicles, mainly on stage carriage services in South
Wales, and its activities also include express services,
excursions, extended tours and contract work.

Applications, which will be treated in strict confidence,
should give full personal particulars, including age,
qualifications and experience, and should be addressed to:

MR. E. L. TAYLOR, Chairman.

WESTERN WELSH OMNIBUS CO., LTD.

STRATTON HOUSE,

PICCADILLY, LONDON, W.1.

to reach him not later than July 10, 1961. 914-288

AN experienced commercial-vehicle Salesman required
to assist one of the country's largest Rootes distribu-
tors in their increasing sales of Commer and Karrier
trucks; a successful sales record with a high degree of
technical knowledge and complete familiarity with second-
hand values are essential; full company backing, pension
arrangements await the successful applicant, who should
write, giving details which will be treated in strict confi-
dence, in the first instance to the Secretary, Ray Powell,
Ltd., Eastern Avenue, Ilford, Essex. 914-22

WANTED, Traffic Clerk for haulage firm, state expe-
rience and wage required, North East Area. Reply
to Box CM134, care of "The Commercial Motor". 915-6151

SENIOR male transport clerk required in London office,
must be thoroughly experienced in vehicle costings and
transport ratings, a knowledge of vehicle licensing pro-
cedure is essential, canteen, superannuation scheme, good
salary and prospect, await the right man. Applications
in confidence, giving details of age, experience, etc., Box
CM142, care of "The Commercial Motor". 915-6168

COACH hire traffic manager required, £20 per week,
house available near London. Box CM0914, care of
"The Commercial Motor". 914-237

YOUNG sales representative with experience in the
motor trade for well-known passenger and commercial
vehicle specialists, pension scheme, good salary and com-
mission, car supplied. Write Arlington Motor Co., Ltd.,
High Rd., Ponders End, Enfield, Middx. 914-308

TRAFFIC Manager required to take charge of a new
office situated in Glasgow, Lanark Kinarmore
area to expand existing connections and turn round
Lancashire- and Midland-based trunk vehicles. Must be
fully conversant with all necessary documentation, and
clearing house procedure. Box CM1415, care of "The
Commercial Motor". 915-6529

SITUATIONS WANTED

BODYSHOP/SERVICE Manager, widely experienced,
requires position where enthusiasm and integrity are
appreciated. Box CM149, care of "The Commercial
Motor". 914-5192

YOUNG man (25) seeks opening in road transport
management, apprenticed six years, commercial vehicle
manufacturers O.N.C., City and Guilds Intermediate,
Box CM1416, care of "The Commercial Motor". 914-5218

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone,
Kent, Southern England's foremost warehouses,
capacity 31 million cu. ft. For storage and daily distri-
bution of all classes of commodities by own covered
transport throughout Kent, Surrey, Sussex and Hants.
Phone, Lenham 441 (five lines). 222-792

SMALLS distribution in the London area offered by
carriers operating covered vans from their North
London depot; no storage; area list and rates from
W. and J. Pargeter, Ltd., 57 Grays Road, London,
N.W.8. 915-4999

CONTRACT TRANSPORT AND SUPPLIES, LTD.,
83-85 Ledgers Rd., Slough, wish to announce that
with the completion of their new warehouse at their
Ascot depot, they can now offer additional storage accom-
modation, with fork-lift and crane facilities, and a
comprehensive fleet of road transport vehicles for collection
and redistribution. Phones, Slough 25653 and 20282,
Ascot 2092. 914-18

COVERED and uncovered storage facilities available in
East London area, collection and redistribution as
required. Phone, Maryland 8558. 914-524

TENDERS

**THE URBAN DISTRICT COUNCIL OF
ABERDARE.**

MOBILE LIBRARY.

**TENDERS ARE INVITED FOR THE SUPPLY AND
DELIVERY OF A
DIESEL-ENGINEED MOBILE LIBRARY.**

Specifications and tender forms may be obtained from the
General Manager, Transport Department, Glady's,
Aberdare.

Tenders, in plain sealed envelopes bearing no mark or
indication of the sender but endorsed "Mobile Library,"
must reach me on or before Friday, July 21, 1961.

Town Hall,

D. G. JAMES,

Aberdare

Clerk of the Council (1619).

June 15, 1961

914-40

June 23, 1961—THE COMMERCIAL MOTOR 79
(Supplement)

Miscellaneous Advertisements (contd.)

LANCASHIRE COUNTY COUNCIL.

**TENDERS ARE INVITED FOR THE BUILDING OF
TWO
SPECIAL COACH-BUILT MOBILE LIBRARIES
ON KARRIER CHASSIS.**

Specifications together with forms and conditions of tender
obtainable from the Chief Fire Officer, Lancashire County
Fire Brigade Headquarters, Fulwood, Preston.
Completed forms of tender returnable to the Clerk of the
County Council by July 3, 1961. 914-1

ORPINGTON URBAN DISTRICT COUNCIL.

REFUSE COLLECTION VEHICLE.

**TENDERS ARE INVITED FOR THE SUPPLY AND
DELIVERY OF:— ONE**

18 CU.-YD. DUAL TIP REAR-LOADING

REFUSE COLLECTION VEHICLE.

WITH DIESEL ENGINE.

The vehicle to be painted, lettered and delivered in accom-
paniment with the Council's instructions, further particulars
of which may be obtained from the Chief Public Health
Inspector, Council Offices, Crofton Pound Hill, Orpington.
Tenders are required to offer a price for a 10-cu.-yd.
Karrier C.K.3 side-loading refuse collection vehicle (1961-
to be taken in part-exchange. This vehicle can be inspected
by arrangement with the Chief Public Health Inspector at
the depot at the rear of the Council Offices.

Tenders, on suppliers' own form, stating date of delivery,
to be submitted to the undersigned in plain sealed
envelopes, endorsed "Refuse Collection Vehicle," by not
later than noon on Monday, July 3, 1961.

Tenders should note that the Council is entitled to a
fleet owner's discount and tenders must be endorsed to
the effect that this has been taken into consideration in
submitting prices.

The Council do not bind themselves to accept the lowest
or any tender.

Council Offices,
Crofton Pound Hill,
Orpington, Kent.

STEPHEN KING,

Clerk of the Council.

914-9

ROYAL BOROUGH OF KINGSTON-UPON-THAMES.

THE CORPORATION INTEND PURCHASING:—

KARRIER BANTAM 2-TON TIPPING TRUCK.

ONE

COMMER 15-CWT. VAN.

ONE

COMMER 15-CWT. VAN.

Tender forms and full details from Borough Surveyor,
Guildhall, Tenders returnable to the undersigned by
July 15, 1961.

Guildhall, L. V. POWELL,

Kingston-upon-Thames. Town Clerk. 914-180

THE SHEFFIELD CORPORATION.

CITY ENGINEER'S DEPARTMENT.

**OFFER THE FOLLOWING VANS FOR SALE BY
TENDER:—**

T.167 8-CWT. COMMER VAN

— MARK VIII, JULY, 1958, FAIR CONDITION.

T.164 5-CWT. FORDSON THAMES VAN.

MODEL 300E, FEBRUARY, 1959, GOOD CONDITION.

Tender forms giving the particulars and time of inspection
can be obtained from the City Engineer and Surveyor,
Town Hall, Sheffield, 1.

Quote Ref.— 1. 914-60

SOUTHGATE BOROUGH COUNCIL

**SOUTHGATE BOROUGH COUNCIL INVITE
TENDERS FOR THE SUPPLY OF A**

NEW FORD POPULAR CAR

IN PART-EXCHANGE FOR A

FORD ANGLIA CAR.

FIRST REGISTERED 1946.

Forms of application may be obtained from the Borough's
Engineer and Surveyor, Town Hall, Palmers Green, N.13.

GORDON H. TAYLOR,

Town Clerk

914-39

A63

Miscellaneous Advertisements (contd.)

CITY OF LEEDS.

THE TRANSPORT COMMITTEE HAS FOR DISPOSAL:—

15 DOUBLE DECK OMNIBUSES.
FOR WHICH OFFERS ARE INVITED.

Further particulars, including Terms and Conditions of Sale, and permission to inspect, may be had upon application to the undersigned.

The Corporation does not bind itself to accept the highest or any offer.
Offers in writing enclosed in a plain envelope, endorsed on the outside "Offer for Motor Vehicles," must be delivered to the Town Clerk, Room 57, Civic Hall, Leeds, 1, not later than 11 a.m. on Wednesday, July 5, 1961.

1 Swinegate,
Leeds, 1,
June, 1961.

(HOS. LORD, E.R.D.,
General Manager.
914-114

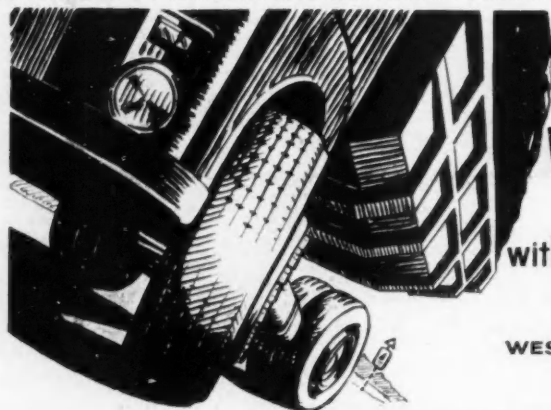
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CHARWOOD PUBLISHING CO., LTD., Coalville, Leicestershire, 222-869

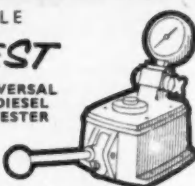
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HENRY BOYS & SON LTD.
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DAGENHAM MOTORS
WOOLWICH
WOO 7771
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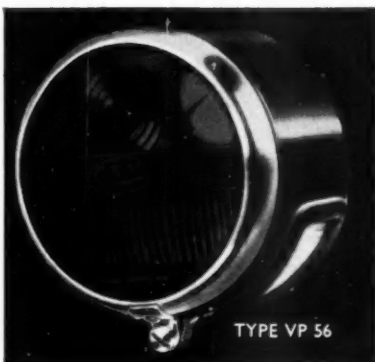
THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 25

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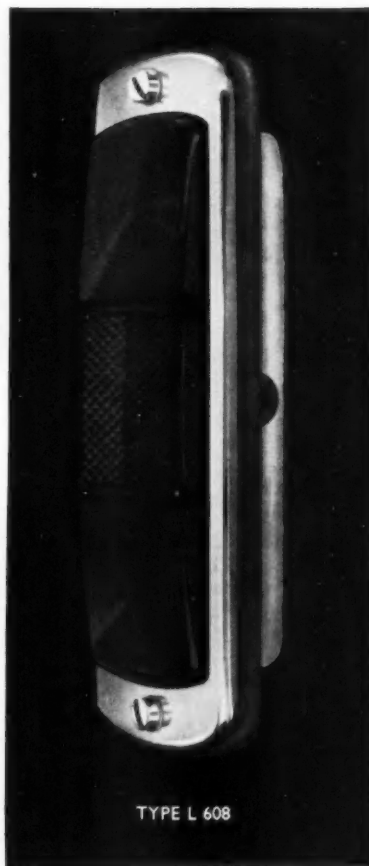
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TYPE VF 46/27



TYPE VP 64



TYPE L 608

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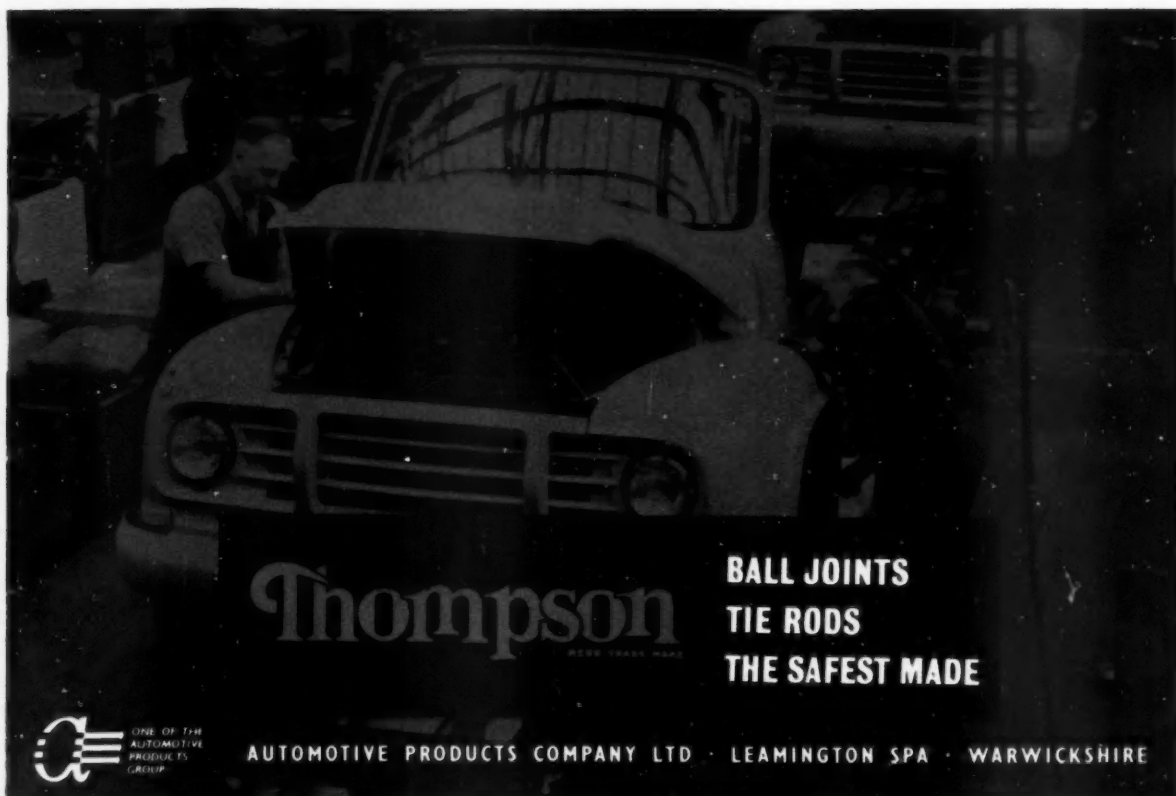
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Thompson steering joints are fitted to every Bedford truck that comes off the assembly line. The smooth, reliable operation of these rugged joints year after year eliminates the need for constant replacement or maintenance. That's why Bedfords fit Thompson.


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